

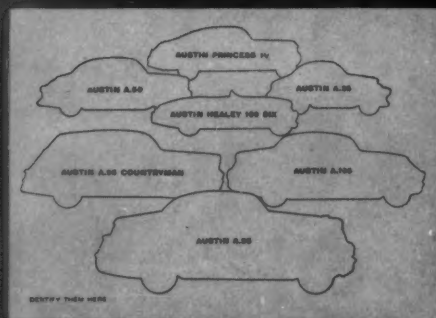
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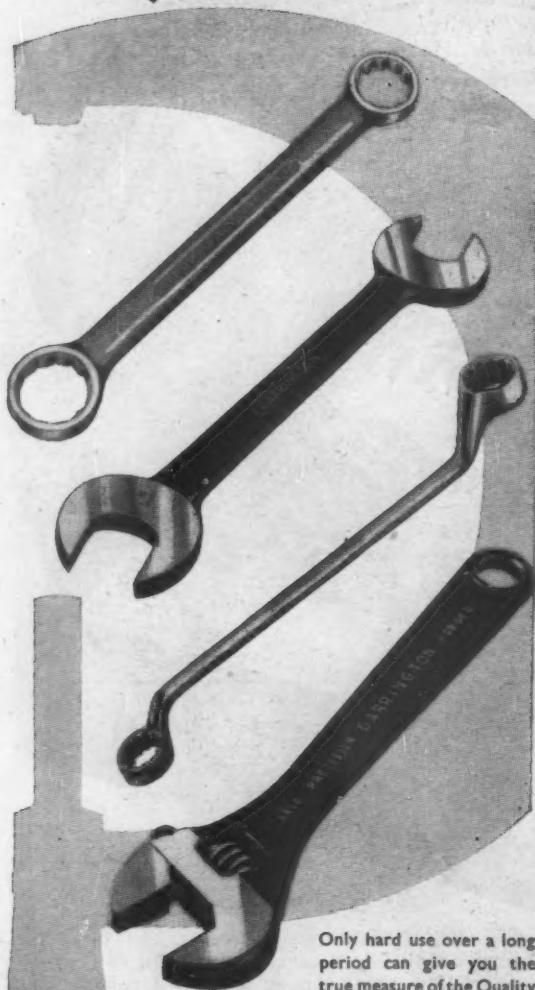
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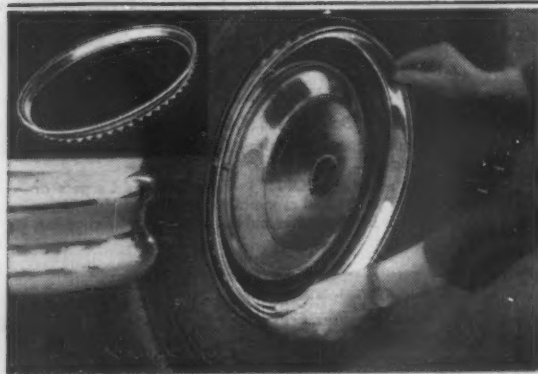
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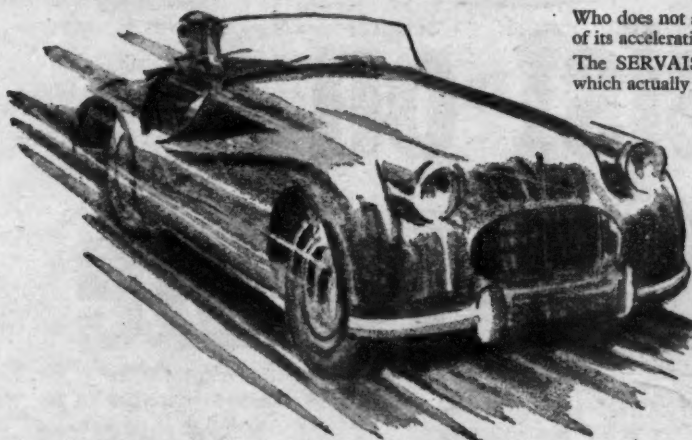
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Beating the Drums

2 November 1956

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A WEEK or two ago an executive in the motor industry remarked that now was the time to buy shares in company X because of its concern with disc brakes. It was a humorous reference, with a serious thought underlying it. Disc brakes are on the way in for ordinary cars; they are already here for racing; they owe their development to aviation. Motorists will no doubt ask "What do they offer us?" For a quick answer we would reply, "More powerful braking"—but there is a lot more to it than that.

Better brakes will be welcomed by all road users, and as car performance increases braking will have to be improved. Wheel size has some bearing on the matter, for there has been a tendency for car manufacturers to fit smaller and smaller wheels. Not so long ago sixteen-inch rims were very widely used, but today fifteen and fourteen are familiar and even on the largest cars thirteen are regularly to be seen. A result of this is that there is not always sufficient room to accommodate a drum brake of the size that would be desirable. Disc brakes, size for size, can do a better job. We might add that weight for weight they can also do at least as good a job. Thus, although some examples of disc brakes fitted experimentally to cars are as big as and heavier than the drum assemblies they replace, they need not have been had not more stopping power also been desired when the change-over was made.

Racing cars, blazing the performance trail as usual, have benefited greatly by the fitting of discs. When incorporated in the original design they can be mounted inboard in conjunction with all-round independent suspension, so reducing the unsprung weight. Two discs in front and one in with the final drive assembly at the rear, as already used for racing, might prove an advantageous layout for road cars of a year or two hence.

Cost will depend upon two related factors—volume and standardization. A few discs would be expensive per unit, a lot should soon cost no more than their drum equivalents, but this presumes a considerable degree of standardization among car manufacturers—something that is desirable from many points of view and should have no serious technical drawbacks.

The materials which can be used for disc brake construction will also depend upon cost and volume. Doubtless discs, like drums, will mostly be made of cast iron, plated copper alloys being too expensive. The friction pads may also continue to be made of material similar to that of drum-brake linings, although other materials—for example, sintered bronze—have been tried. For the calipers supporting the pads, light alloy forgings would be preferable to steel parts in production, if only for weight reasons.

Last but far from least for the motorist, the relining or repadding of disc brakes is a job that he can do for himself in a few minutes per brake—this has already been proved on existing, well-designed disc brakes. In the coming year, at least three kinds of high-performance production cars will be building up road experience of discs in the hands of their owners. And Jensen, Lotus and Triumph may not have this field to themselves for very long. There are many other cars on the roads today which have been fitted experimentally with disc brakes, although there is no external indication that this is so. They, too, are building up the experience which is necessary before the big manufacturers in this country will feel able to commit themselves, as have Citroens, to the fitting of disc brakes on family cars.



Brighton—the road to the East Pavilion

FIRST SIXTY YEARS

*Sunday's Veteran Car Run to Brighton Marks Diamond
Jubilees of 1896 Emancipation Run and British Motor Industry*

NEVER was there such a concentrated polishing of brass, trimming of wicks and attention to floats and burners as for this year's London to Brighton journey of the veteran cars. Organized by the Royal Automobile Club, it takes place next Sunday. Indeed, a record number of some 230 have entered for this, the Diamond Jubilee Commemoration Run.

It is not only just 60 years since that first rather gallant but ill-arranged demonstration to celebrate the end of a particularly stupid piece of legislation; but it is also 60 years since the first British-made cars were offered for sale to the public, and is thus the Diamond Jubilee of the British motor industry. *The Autocar*, which by this reckon-

ing was founded even before the industry it serves, is proud of this long association.

The Run starts, as usual, from the east end of Serpentine Road in Hyde Park, the first cars to receive the starting signal leaving at 7.30 a.m. This year the oldest car entered, an 1895 Panhard-Levassor, is especially interesting in that it is entered by a Spaniard, Ramon Prendes, of Madrid, and will be driven by Gregorio Prendes. The route will take the entrants down Constitution Hill, the Mall, over Westminster Bridge and through Brixton, Streatham, Thornton Heath, Purley bypass and thence along A23 to Brighton, where the first car will arrive at about 10.30 a.m.

As usual, all cars which reach Brighton by 4 p.m. will qualify for an R.A.C. commemoration medal. At the end of the Run a red flag will be torn up by Mr. Wilfred Andrews, chairman of the R.A.C., to re-enact a similar deed by the Earl of Winchelsea before the start of the 1896 event.

Although it has been established that the pedestrians obliged to walk in front of motor vehicles were not compelled to carry a red flag after 1878, it seems probable that many did. In any case, the important obstacle was the man on foot—whether or not he carried a red flag seems of little or no importance.

Among the starters are four steamers—Alec Hodsdon's 1900 Gardner-Serpollet, J. A. Crabtree's 1901 British-built Lifu and the two 1903 Whites of Denis Blackford and Alan Betteridge. Of these, the first two are probably unique survivors of their types.

Many well-known characters will be aboard the Veteran cars: among them that Peter Pan amongst motoring journalists, "Sammy" Davis, in his 1897 Léon Bollée; J. Russell-Sharp, the sole known survivor of the original Run, who will travel with St. John Nixon in Lord Montagu's 1903 de Dion Bouton; and C. F. Caunter, in charge of the road transport collections at the Science Museum, South Kensington, aboard a 1903 Vauxhall recently overhauled in the museum workshops.

First to reach Brighton in last year's run was Sir Clive Edwards, accompanied by A. R. Thomas in his 1900 New Orleans. Note the cooling fan between the two vertical, air-cooled cylinders



ONE of the most youthful "old timers" of motoring tells of the early days of the horseless carriage, on a notable double-60th anniversary—that of the first London-Brighton Run, and of the first cars to be offered for sale in this country. The writer is one of the youngest members of the Circle of 19th Century Motorists, and a well-known historian of cars and their world.

1896-1956

A Revolutionary Epoch

SIXTY years have passed since that wet and unpleasant morning of Saturday, November 14, 1896, when a handful of mechanically minded fanatics set forth on a journey by "horseless carriage" from Northumberland Avenue, London, to Brighton, to celebrate the new Locomotives on Highways Act, with its speed limit of 12 m.p.h. More power could probably be squeezed from one small internal combustion engine of today than the aggregate energy of every engine on that famous run.

From the early experimental work of such great pioneers as Herbert Austin, Dr. F. W. Lanchester, Montague Napier, Henry Royce and others engine speeds have multiplied many times; surface speeds risen from 18 to 400 m.p.h.; human flight from hemisphere to hemisphere has become commonplace, while possession of a self-propelled vehicle is almost a commercial and domestic *sine qua non*.

The motor car has long since been accepted as a necessity by the vast majority; how did automobilism begin in this country?

At the end of the 1880s a young man of 27, Frederick R. Simms, who subsequently founded the R.A.C. and the S.M.M. and T., designed and exhibited at the Bremen Exhibition an

Catalogue of one of the first Exhibitions of motor vehicles to be held in this country, at the Imperial Institute, London, in the summer of 1896



By St. John C. Nixon

aerial cableway. While so engaged, he was attracted by a high-speed internal combustion engine designed by Gottlieb Daimler and, swift to appreciate its possibilities, he acquired control over the sale of the Daimler patents, including the method of igniting the charge in the cylinder by a red-hot platinum tube, which was self-timing and needed no slide or other valve.

On February 8, 1891, Simms wrote from Germany to his partner in London:—

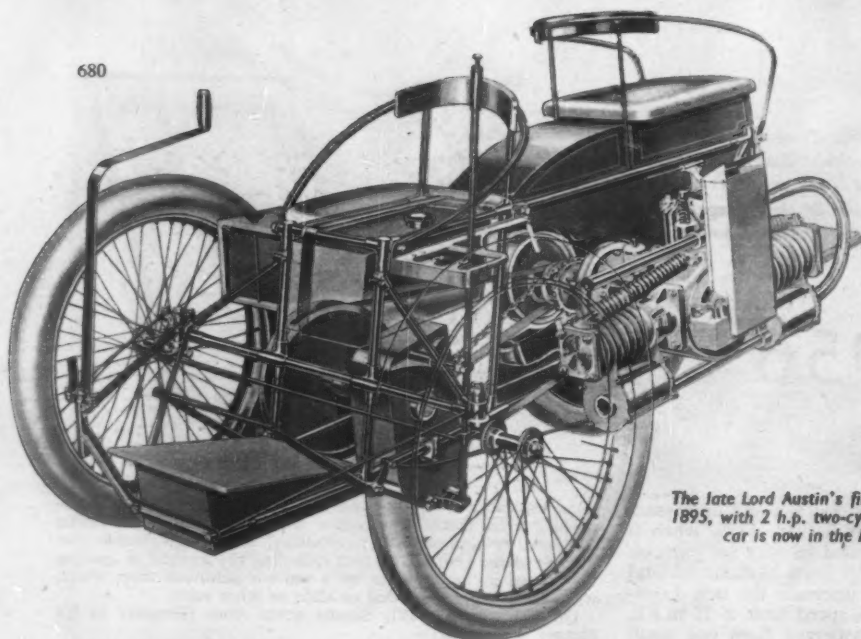
"I am going to exhibit a motor car at the German Exhibition at Earls Court, and I want to run a beautiful motor boat on the Serpentine to show the grand thing in England which I have secured; no smell, quite devoid of danger, fifty per cent cheaper than all other motors and with a small consumption, viz., 2 lb per horse-power-hour. One horse-power weighs 60 lbs and takes up very little room; 6 horse-power about 140 lbs and is very little bigger. The motor may be set off within two minutes and has many advantages."

The date of this letter is important as the term "Motor Car" is used by Simms. He always claimed to have originated it and, I think, justly.

Simms' idea was to use this Daimler engine at the Exhibition to drive a cocoa and chocolate-making machine, but the authorities at Earls Court flinched at anything so dangerous, and the

The scene at Brighton after the safe arrival of most competitors at the finish of the 1955 run





1896-1956 ...

The late Lord Austin's first design: the three-wheeled Wolseley of 1895, with 2 h.p. two-cylinder, horizontal air-cooled engine. This car is now in the Montagu Motor Museum at Beaulieu



At the tiller of an early Daimler, in which he drove King Edward VII, when Prince of Wales, round the grounds of the Imperial Institute, London, in 1896; Otto Mayer, who died only a few months ago

In November of 1927 the Daily Sketch and Sunday Graphic organised their first commemorative run of Old Crocks, as they were then termed. Here Mr. John Bryce's Panhard passes through Reigate on that occasion



proposal to import a car at that early date also had to be abandoned because of the state of the law. The same fate befell Simms' idea of demonstrating a motor boat on the Serpentine, so he had to use the Thames near Charing Cross. The first Daimler engine and motor boat arrived in this country on Saturday, May 16, 1891.

In May, 1893, Simms founded the Daimler Motor Syndicate, Ltd., to exploit the Daimler patents, but others also foresaw the future of the internal combustion engine. Three astute financiers—H. J. Lawson, Martin Rucker and Ernest T. Hooley—purchased the Daimler patents from Simms' small syndicate for £35,000, and promptly registered on January 14, 1896, the Daimler Motor Co., Ltd. of Coventry, with £100,000 capital. This was the first British company established to manufacture motor vehicles. It is noteworthy that Simms and the Hon. Evelyn Ellis brought to England a Panhard car—still preserved in the Science Museum at South Kensington—in July, 1895.

On November 2, 1895, *The Autocar* appeared; it was the Bible of automobilism here. One of its first actions was to sponsor a petition to Parliament to annul the 1878 Act which stipulated that self-propelled vehicles must be preceded by a pedestrian. (The proviso about carrying a red flag was rescinded in 1878.) The petition was signed by 19 municipal bodies and 8,027 individuals.

In October, 1895, the first demonstration-cum-exhibition of motor vehicles ever held in England took place at Tunbridge Wells, organized by the mayor of that town, Sir David Salomons, himself a wealthy enthusiastic amateur engineer who had one of the best-equipped private workshops in the country. He owned a Peugeot with the single-cylinder horizontal engine at the rear; he could muster only five vehicles for this epoch-making event, but thousands witnessed the extraordinary sight of vehicles proceeding under their own power. This enterprise, a valuable brick in the edifice-to-be, was reported and illustrated in the first issue of *The Autocar*.

Herbert Austin, then manager of the Wolseley Sheep-Shearing Machine Co., Ltd., designed and drove the first Wolseley, a three-wheeler, in 1895; while Dr. Lanchester, F.R.S., unimpressed by all existing efforts, designed about the same time an extraordinarily ingenious car, still regarded as a masterpiece.

In February, 1896, King Edward VII, then Prince of Wales, was given his first ride in a car, being driven in Simms' belt-drive Cannstatt-Daimler, first by the Hon. Evelyn Ellis and then by Otto Mayer, to whom he sent a diamond scarf-pin as a memento of the occasion. Otto Mayer, whom I knew well, passed away in the spring of this year.

Next came London's first exhibition of motor vehicles, at the Imperial Institute from May to August, 1896. The Bill to amend the existing law was then well advanced and the new Act came into force during November, 1896; it was celebrated by the famous journey from London to Brighton. *The Autocar* on that occasion was printed in red type as a salute to the emancipation of the motor vehicle.

This historic run was badly organized. There were no entry forms, no note was taken of precisely which cars took part, nor which joined the procession at different stages of the journey. It is established that at least one car was driven from the start to Victoria, taken thence to Brighton by rail, made muddy by artificial means and then driven about Brighton as though it had

completed the journey by road. The event was engineered by Lawson's so-called "Motor Car Club," which was little else than a disguised trading concern for his own benefit. Proper organization was sacrificed to cheap theatricalism.

Whilst Queen Victoria was celebrating her Diamond Jubilee, Simms founded "The Automobile Club of Great Britain and Ireland" (now the R.A.C.) and the first premises of the Club were at No. 4, Whitehall Court.

During the autumn of 1897, Henry Sturme, the original editor of *The Autocar* performed a great service to motoring by completing the first "End-to-End" journey of 929 miles in 93½ hours running time, at an average of 10 m.p.h. His car was one of the first Coventry Daimlers and some brief details in Sturme's own hand, written immediately prior to the start, still remain in a record book kept at John o' Groat's House.

He was very thorough; to save himself answering innumerable questions en route, he carried a printed card to hand to anyone questioning him, worded as follows:—

WHAT IS IT?

It is an Autocar.

Some people call it a Motor Car.

It is worked by a petroleum motor.

The motor is of four horse-power.

It will run sixty miles with one charge of oil.

No! It can't explode; there is no boiler.

It can travel at 14 miles per hour.

Ten to eleven is its average speed.

It can be started in two minutes.

There are eight ways of stopping it so it can't run away.

It is steered by one hand.

Speed is mainly controlled by the foot.

It can be stopped in ten feet when travelling at full speed.

It carries four gallons of oil and 16 gallons of water.

The water is to keep the engine cool.

It costs less than 3d a mile to run.

The car can carry five people.

It can get up any ordinary hill.

It was built by the Daimler Motor Co., of Coventry.

It costs £370.

We have come from John o' Groat's House.

We are going to Land's End.

We are not record-breaking, but touring for pleasure.

But automobilism still remained a closed book to vast numbers, and it was to rectify this that the Thousand Miles Trial of April-May, 1900, was organized. Thousands in country districts still had never seen a car. Indeed, this highly successful trial, in which I competed, first set the wheels of the British motor industry in motion. The Prince of Wales followed its fortunes with interest and, largely owing to its success, he ordered his first car—a twin-cylinder Daimler, delivered to him during June, 1900.

Between 1901 and 1904, the motor car was radically improved. At the Nice Motor Week in March, 1901, a new type of car of very advanced design called the Mercedes appeared, and carried all before it in speed, silence, and general refinement. Three years later the first successful six-cylinder car was introduced by S. F. Edge and Montague Napier; it achieved a degree of flexibility hitherto unknown with any internal combustion power-unit.

During the same year Henry Royce and the Hon. C. S. Rolls produced a car which, from the first, was clearly destined to make history. Another event of 1904 was the implementing of the first Motor Car Act, raising the speed limit from 12 to 20 m.p.h. and introducing registration indices and compulsory driving licences.

In 1905 the first Tourist Trophy race was won by an Arrol-Johnston, which had an unorthodox engine with two pistons in each of its two horizontal cylinders. Two years later Brooklands, the first motor speedway in the world, was opened, and there S. F. Edge made his sensational 24-hours

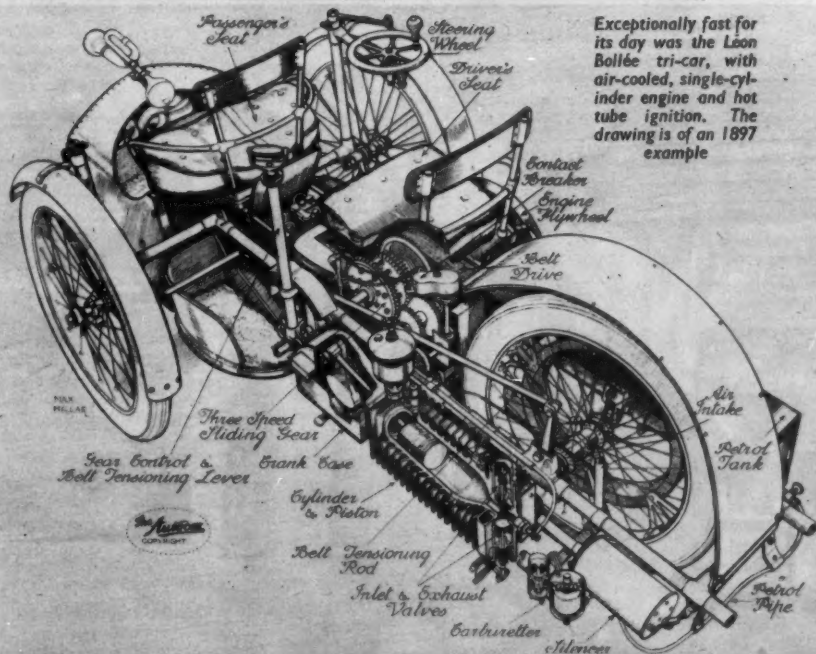
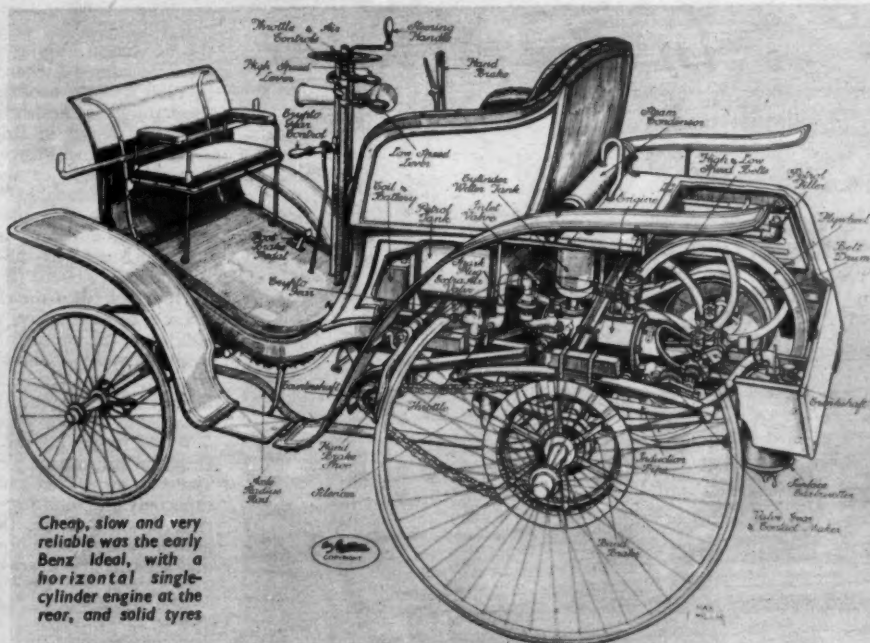
record in 1906 in a six-cylinder Napier car, covering 1,581 miles at some 65 m.p.h., driving the whole distance himself.

The world-tragedy of 1914 served to convince the few remaining sceptics of the marvels which motor vehicles could perform.

Viscount Nuffield, then William Morris, produced a cheap car for the people, who flocked to buy it; the Grand Prix of France was won by Sir Henry Seagrave in a British-built Sunbeam; shortly afterwards, in 1927, a land speed exceeding 200 m.p.h. was registered on an all-British production, repeatedly eclipsed during subsequent years by other British cars.

Automobilism has developed during the past sixty years despite the entire lack of help and encouragement it received from the authorities in its early life; despite the crippling taxation to which it has been subjected for so long, and the inadequacy of the roads to cope with the ever-increasing volume of traffic—to say nothing of the lethargy with which the whole pressing subject of road development is regarded by Whitehall.

November 2, 1955—almost precisely 39 years hence—will be an important date in the history of motor journalism for, on that day, the centenary issue of *The Autocar* will appear. Will the piston engine have been replaced by the gas turbine, or by some other form of power unit about which at present we know little? None of us who witnessed either the dawn or early life of the motor car will be here to learn its secrets.





Wintry sun gleaming over sea and pier

Brighton in the Winter



Bow-fronted boarding establishments

Antique shops in the narrow Lanes



JOURNEY'S END FOR SURVIVORS OF THE R.A.C. VETERAN CAR RUN

ONCE again on Sunday the veterans will come to a stop along the promenade at Brighton.

Brighton in winter has its charms, no less (some think more) than in summer, when holiday crowds blacken its sands and surge up and down its promenades and streets, jostle one another in its pubs, ride along the front in open-topped buses and settle down in deck-chairs on the piers to listen to the band.

Its popularity began, of course, with King George IV; Regency is the word that springs to mind whenever Brighton is mentioned, for it was in that period that a change came over the English way of taking holidays.

The Spas of Bath, Cheltenham, Leamington and Harrogate had had their day—at least as spas. The "quality" followed the lead set by Royalty, and doctors began to prescribe "Old Dr. Brighton" (as Thackeray put it) for patients who were often suffering from nothing more than the results of over-eating and over-drinking.

But holidays—as we know them today—were still not for the "common people," as motor cars still were not. It was a doctor named Richard Russell—who lived at Lewes—who in 1750 wrote a book telling people that sea-bathing was a good thing for health, and himself opened one of the first boarding houses in Brighton.

Not until the Prince Regent (not yet George IV) built himself a residence there, however, was it that Brighton became a fashionable "watering place." And what a residence it was—that pseudo-Eastern royal pavilion with its domes and minarets, looking like a little bit of India set down in Sussex-by-the-Sea!

William Cobbett (a plain-spoken man from Farnham, Surrey) described the domes as "inverted turnips."

Later came the days when the working-man took a week's holiday in the summer (not at first always "with pay") and Brighton was no longer a resort for the wealthy and "day-tripper" only. It became the premier seaside resort of Southern Britain, and this long before you could reach it in an hour by electric train from London.

While it has all the attractions of a big seaside resort, Brighton still retains something of its old fishing-village days and charms. The "old town" is particularly attractive, especially its winding, narrow streets around the "Stein." And down here are the "Lanes"—long famous for their antique shops, old inns and historic eating-houses. Here, one feels, is the heart of the place.

BERNARD CROFT

(Brighton Run entries and timetable—page 704)

Sea-food stall under the promenade



Autocar ROAD TESTS

No. 1612

AUSTIN- HEALEY 100 SIX

A good-looking car from all angles. When dismantled the hood and supports fold completely away behind the back seat rest

SEVERAL quantity-production sports cars are made today by the larger firms, and they incorporate power and transmission units similar to those used in their more sedate products. They have performance equal to that of pre-war specialist cars, but their price remains reasonable. The new Austin-Healey 100 Six, a logical development of its popular predecessor, falls into this category. The 2.6-litre four-cylinder engine has been replaced by the C series, 102 b.h.p., six-cylinder unit of fractionally smaller capacity, as fitted in the Austin A.105 saloon, and there are two additional forward-facing occasional seats for children.

Externally there is little noticeable difference between the old and the new—a sure indication of good basic design. The air inlet on the bonnet top and re-styled radiator grille—rather more ornate than in the past—bearing the unmistakable imprint of Longbridge, distinguish the 100 Six from the former Hundred at a quick glance. The wheelbase has been extended by 2in to 7ft 8in, and this extra length sensibly has been incorporated in the door opening, thereby making for easier entry and exit. A fixed windscreen, neatly shaped and of quite large area, is now fitted.

The Austin engine is exceptionally smooth, and its useful torque range extends to very low crankshaft speeds. Thus the revised Austin-Healey is even more tractable than its predecessor, and is as much at home pottering about on a shopping expedition as speeding along *routes nationales* and *autobahnen*. For purely experimental purposes, one can move off from a standstill in top gear and accelerate in this ratio to over 100 m.p.h. without protest from engine or transmission.

The Laycock-de Normanville overdrive, which was fitted to the car tested, is an optional extra and operates on third and top gears only. It is allied with a 4.1 to 1 rear axle ratio, which confers an overdrive ratio of 3.19 to 1, whereas in standard form the final drive is 3.91 to 1.

Whilst many buyers will prefer to pay extra for the overdrive, the standard ratios would probably allow maximum speed to be reached more quickly and thus more often. During the road test it became standard practice to use first gear from rest, and to change up to second immediately the car was moving; normal third was engaged at approximately 40 m.p.h., and it was then simply a matter of flicking the fascia-mounted overdrive switch to obtain overdrive third, a ratio which embodies a useable speed range between 15 and 90 m.p.h.

After accelerating in this ratio, little was gained by reverting to normal top (with simultaneous movements of gear lever and overdrive switch), and it soon became customary to shift from overdrive third to overdrive top. Downward changes depended upon circumstances—either lever engagement of overdrive third, or an electric selection of normal top. There was almost imperceptible lag during the engagement of overdrive. Upward changes are made—and

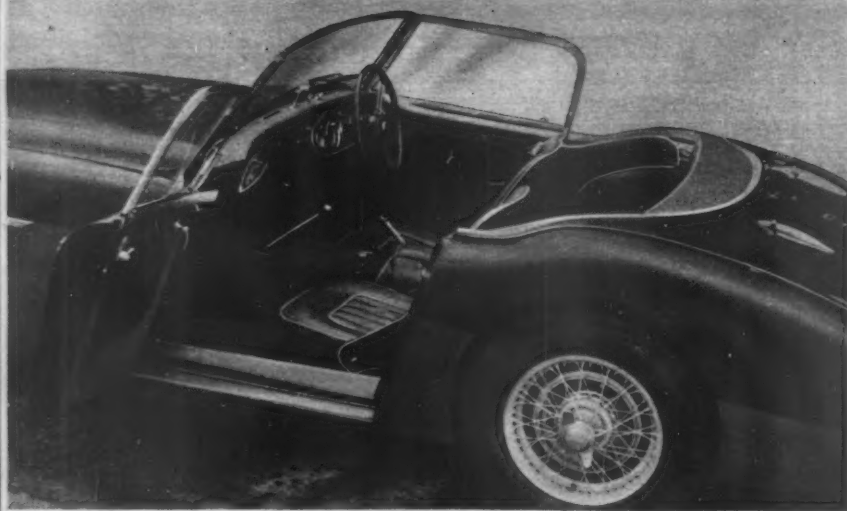


The six-cylinder Healey is recognizable by the new-styled radiator grille and the air inlet vent on the bonnet top. The flashing signals are incorporated in the side lights

indeed are much smoother—if the throttle is kept open, as recommended by the makers. Half the pleasure of driving a high-g geared car is lost if the gear box ratios and control are unsatisfactory. With 23.18 m.p.h. per 1,000 r.p.m. in overdrive top, the Austin-Healey is quite high-g geared, but its gear box scores full marks on both counts and one welcomes excuses to use it.

With hood and side screens erect, the 100 Six proved to have about the same mean and one-direction maxima as its predecessor, when tested by *The Autocar* in September of 1953, but the car under review had covered only a nominal mileage, and might well improve on this when more fully run-in. It is understood that the same car, subsequent to

AUSTIN-HEALEY— 100 Six . . .



The doors, now wider, open almost at right angles; entry into the driving seat is easy; and reasonably so even when the all-weather equipment is in position. There are wide, deep map pockets in each door

The bonnet top is hinged at the rear and its lock is supplemented by two safety catches. Pancake air cleaners are fitted to the S.U. carburettors. On the right of the engine the distributor is easy to reach, and the sump breather pipe is led via the rocker cover to the rearmost air cleaner

our test, lapped the M.I.R.A. circuit in 2 min 15 sec (107 m.p.h.); and it is worth recalling that the four-cylinder car, which was the subject of our 1953 test, achieved a mean speed of 111 m.p.h. and a best speed in one direction of 119 m.p.h., after the windscreen had been removed and an aero screen and tonneau cover substituted. The 100 Six would doubtless react equally well to the same treatment. Although it has, on paper, some 12 b.h.p. in hand over the four-cylinder car, it weighs over three hundredweight more, and the acceleration figures are not quite so good. This may also result from differences in the torque curves of the two engines, and in the gear box ratios, the earlier car having a three-speed box with overdrive. Thus, although 80 m.p.h. from a standstill in 22.6 sec is creditable enough, the earlier car was more than $4\frac{1}{2}$ sec quicker.

The combination of an unladen weight of 22 cwt., high gearing and a reasonable power-to-weight ratio provides the essentials for fast motoring with a moderate fuel consumption. In addition, it is difficult to drive this car to the stage where the crew become physically tired; it has, in fact, the traditional Seven League Boots. The suspension and road-holding are a combination of old and new, as is now expected with a modern sports car. There is little or no heeling over or tyre squeal on fast corners, and the ride is unexpectedly smooth, especially so on Continental *pavé*.

One is conscious of slight firmness only when travelling over indifferently surfaces with the tyres at the high pressures recommended for sustained fast cruising speeds. Steering characteristics are neutral as near as no matter, and one is able, on sharp bends, to promote a degree of oversteer at will by intelligent use of the throttle pedal. There is a satisfactory amount of self-centring action.

The clutch action is faultless; full throttle starts produced no slip, and at all times the engagement was smooth. The



pendant pedal is set at a comfortable angle, and only average pressure is called for. The three pedals seem unnecessarily close together, and it was not possible to indulge in "heel and toe" gear changes. Brake pedal pressure is light, except for full energy stops, and the brakes are adequate to the usable maximum speed. They are not prone to fade or grab. The parking brake lever is close to the driving seat, but causes no interference with the driver's movements, and is very efficient.

The general comfort of the car is praiseworthy, except that the leather-trimmed seat cushions are rather too short to support the thighs adequately, and shallow, so that the driver becomes rather conscious of the seat frame beneath after travelling some 200 miles. Backrests, which hinge forward to give access to the rear seats, are a little flimsy, and do not provide the stiff lateral support which one expects in this type of car. The angle of the backrests, however, is excellent, and they are tapered to allow plenty of elbow room.

As compared with the previous model, there is more foot room for the driver, and it is no longer necessary for him to rest the left foot on the clutch pedal. The layout suits a tall driver better than a short one, for the relationship between seat and pedals is such that a short person, having

Spare wheel and battery occupy much of the luggage boot. The locker lid is prevented from damaging the hood by a retaining wire cable. Separate reflectors are housed in streamlined fairings above the rear lamps. A light behind the bumper illuminates the rear number plate

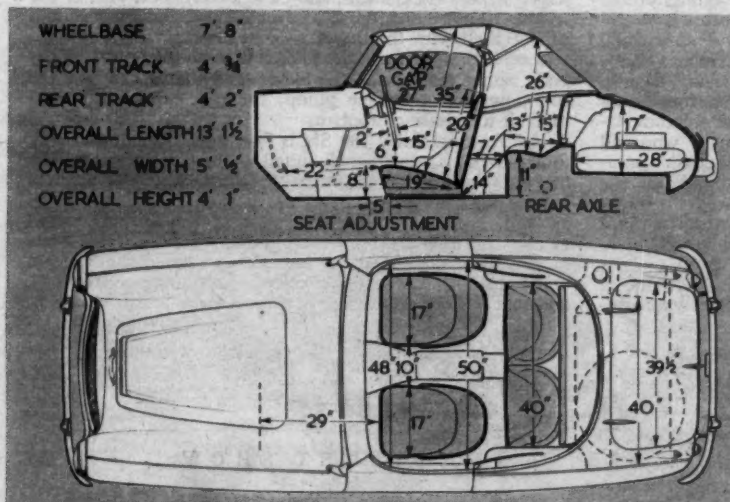


adjusted the seat so that he can reach the pedals comfortably, will find himself too close to the steering wheel.

The short, rigid gear lever, which protrudes from the left side of the gear box cover, is easy to reach and delightful to use. The movements between gears are short and precise, and the box is mechanically very quiet. The crew sit well down in the car, and there is excellent weather protection. The windscreen is a fixture, whereas the previous screen could be lowered along the scuttle to decrease frontal area during high-speed runs; and there are improved, rigid-framed sidescreens with sliding Perspex panels.

Raising and lowering the hood is a rather long and involved procedure. It would be impossible to raise the hood in the event of a sudden shower without the crew getting wet, and this would be more than ever true if the driver were travelling alone and had to do the job himself. Once up, however, it is extremely taut, and the leading edge of the hood is particularly safely secured to the top of the windscreen frame. With hood and sidescreens erect, the car is commendably quiet up to 80 m.p.h.; above this, wind noise becomes much more evident and conversation correspondingly more difficult.

AUSTIN-HEALEY 100 SIX



Measurements in these 1/2 in to 1 ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed

PERFORMANCE

ACCELERATION: from constant speeds.
Speed Range, Gear Ratios and Time in sec.

M.P.H.	*3.19 to 1	4.1 to 1	*4.25 to 1	5.46 to 1	7.84 to 1	12.61 to 1
10-30	—	7.7	—	5.8	4.2	3.4
20-40	10.2	7.7	7.6	5.8	4.0	—
30-50	10.6	8.0	7.8	5.8	4.9	—
40-60	11.8	8.3	8.1	6.5	—	—
50-70	12.6	8.8	8.7	7.9	—	—
60-80	14.7	10.6	10.7	—	—	—
70-90	19.2	15.3	16.0	—	—	—

*Overdrive.

From rest through gears to:

M.P.H.	sec.
30	4.3
50	9.3
60	12.9
70	17.5
80	22.6
90	32.3

Standing quarter mile, 18.8 sec.

SPEEDS ON GEARS:

Gear	M.P.H. (normal and max.)	K.P.H. (normal and max.)
O.D. Top	(mean) 103 (best) 107*	165 172
Top	(mean) 98.5 (best) 101	158 162
O.D. 3rd	80-95	129-153
3rd	60-73	97-117
2nd	40-50	64-80
1st	24-31	39-50

*See text, page 684

TRACTIVE RESISTANCE: 16 lb per ton at 10 M.P.H.

SPEEDOMETER CORRECTION: M.P.H.	10	20	30	40	50	60	70	80	90	100
Car speedometer:	10	20	30	40	50	60	70	80	90	100
True speed:	13	20	29	38	48	58	68	78	87	96

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	244	1 in 9.1
O.D. Third	402	1 in 5.5
Third	464	1 in 4.7
Second	579	1 in 3.7

BRAKES (at 30 m.p.h.):

Efficiency	Pedal Pressure (lb)
49 per cent	30
66 per cent	50
79 per cent	75
85 per cent	130

FUEL CONSUMPTION: 23.3 m.p.g. overall for 941 miles (12.12 litres per 100 km).

Approximate normal range: 20-27 m.p.g. (14-10 litres per 100 km).

Fuel, f-i-t grade.

WEATHER: Cloudy, slight headwind, dry tarmac surface.

Air temperature 58 deg F.

Acceleration figures are the means of several runs in opposite directions.

Tractive effort and resistance obtained by Tapley meter.

Model described in *The Autocar* of September 28, 1956.

DATA

PRICE (basic), with occasional four-seater body, £762.

British purchase tax, £382 7s.

Total (in Great Britain), £1,144 7s.

Extras: Heater £23 5s inc. P.T.

Overdrive: £69 15s inc. P.T.

Wire wheels and Road Speed tyres £46 10s inc. P.T.

ENGINE: Capacity: 2,639 c.c. (161 cu in).

Number of cylinders: 6.

Bore and stroke: 79.4 x 89.0 mm (3.125 x 3.5in).

Valve gear: overhead valves and pushrods.

Compression ratio: 8.25 to 1.

B.H.P.: 102 at 4,600 r.p.m. (B.H.P. per ton laden 81.1).

Torque: 142 lb ft at 2,400 r.p.m.

M.P.H. per 1,000 r.p.m. on top gear 18.08.

M.P.H. per 1,000 r.p.m. on overdrive 23.18.

WEIGHT: (with 5 gals fuel): 22 cwt (2,478 lb).

Weight distribution (per cent): F, 49; R, 51.

Laden as tested: 25 1/2 cwt (2,803 lb).

Lb per c.c. (laden): 1.06.

BRAKES: Type: F, two-leading shoe; R, leading and trailing.

Method of operation: F, hydraulic; R, hydraulic.

Drum dimensions: F, 11in diameter; 2 1/2in wide.

R, 11in diameter; 2 1/2in wide.

Lining area: F, 95 sq in. R, 95 sq in (151.8 sq in per ton laden).

TYRES: 5.90-15in.

Pressures (lb per sq in): F, 20; R, 23 (normal).

F, 26; R, 29 (for fast driving).

TANK CAPACITY: 12 Imperial gallons.

Oil sump, 12 pints.

Cooling system, 20 pints (plus 1 pint if heater is fitted).

TURNING CIRCLE: 35ft 0in (L and R).

Steering wheel turns (lock to lock): 2 1/2.

DIMENSIONS: Wheelbase: 7ft 8in.

Track: F, 4ft 0 1/2in; R, 4ft 2in.

Length (overall): 13ft 1 1/2in.

Height: 4ft 1in.

Width: 5ft 0 1/2in.

Ground clearance: 5 1/2in.

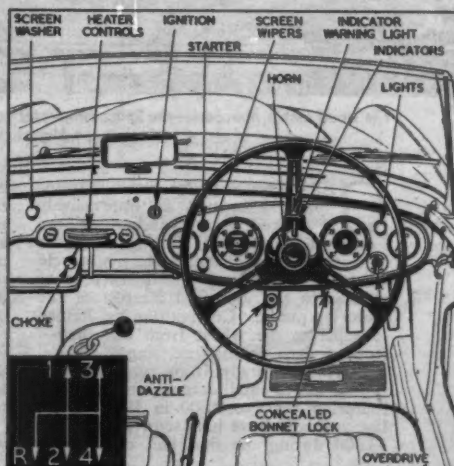
Frontal area: 16.6 sq ft (approximately) with hood up.

ELECTRICAL SYSTEM: 12-volt; 51

ampere-hour battery.

Head lights: Double dip; 42-36 watt bulbs.

SUSPENSION: Front, independent with coil springs and wishbones, anti-roll bar. Rear, half-elliptic leaf springs and Panhard rod.



AUSTIN-HEALEY 100 SIX . . .

Visibility with the hood up is excellent, but the height of the rear view mirror above the scuttle is insufficient to make full use of the large rear window panel. One is not conscious of any draughts in the car when closed; in fact, after some miles of fast driving, the cockpit is apt to become rather too warm, even when the fresh-air intake is opened. The two rear seats are suitable for small children, and it is possible for an adult to sit across the car. He would, however, find his head well above the windscreen level, and with the hood erect would be unable to sit upright.

Provision of these seats has restricted the volume of the luggage locker, which now also houses the spare wheel and battery, and it is virtually impossible to stow even a small suitcase. The wisdom of placing the battery there also seems questionable. The occasional seats, moreover, have a central hump which likewise prevents a suitcase from fitting there, and this lack of properly shaped luggage accommodation might prove a severe handicap for the many who will be driving their Austin-Healeys on trans-Continental marathons. Such inadequacy of baggage space calls for the use of an external rack, but a more satisfactory solution might be to arrange external stowage of the spare wheel when it is necessary to carry extra luggage.

Stowage for small articles in the cockpit is provided by a deep pocket in each door and a shelf below the left side of the fascia panel. Part of this shelf is, somewhat un-

expectedly, occupied by the screen-wash bottle. Locking of the doors is rather awkward, for the left door locks with the ignition key, and the right by means of a small interior catch. It would be better if this arrangement were reversed, or if both doors could be locked by the key, since it is none too easy for the driver to move over the central gear box hump and handbrake.

The instrument panel is well laid out, and the dials easily read and well lit. There is no rheostat switch, but the lighting is not strong enough to annoy the driver, nor is there any reflection in the windscreen. In full ahead and dipped positions the head lamps earn good marks, and the twin high-frequency horns have powerful notes. The wind-screen wipers are efficient, and clear a reasonable area of the screen. The ribbed tonneau cover is exceptionally neat, and can be used with the driver only in the car. An improved feature is that the fuel tank filler is now on the outside of the body rather than inside the locker, and that it can take the full flow from a garage pump; the cap, however, proved difficult to release or replace.

The Austin-Healey 100 Six is fast, safe, efficient and easy to drive. It is equally well suited to the elderly owner who has no intention of travelling at 100 m.p.h., but enjoys driving for its own sake and prefers it with a breath of fresh air, and to the younger sportsman to whom speed and acceleration mean almost everything. Any who seek even more performance than the car offers in standard form will know that the engine has a considerable untapped reserve, and that the car as a whole is exceptionally tough.

Lilliputians on Parade

NEW GERMAN MINIATURE CARS AT FRANKFURT SHOW



The small man's Mercedes—the Spatz two-seater coupé uses gull-wing doors similar to those of the Mercedes 300SL

GERMANY'S junior automobile industry opened an impressively stocked shop window at the Frankfurt Fair on Oct. 20. On a number of stands at the international motorcycle show, well-designed small cars bore witness to the increased interest of the motoring public. Competition has helped to separate the wheat from the chaff—freak designs are now missing.

Starting virtually from zero in 1952, production of small cars rose to 2,000 the following year, to 9,000 in 1954, 35,000 last year and have handsomely surpassed 33,000 during the first half of the cur-

rent year. The first two makers to start turning out small cars on a really big scale—the Bayerische Motoren Werke and the Hans Glas Isaria company, the makers of the Goggomobil—have now produced some 40,000 vehicles each in 18 months. Manufacturers seem optimistic and, in fact, autumnal slump tendencies were not noticed by the makers of genuine small cars, whereas makers of the scooter-mobile variety had to throttle back and, in some cases, even to dismiss labour.

Generally the scooter-mobiles—vehicles with three wheels or a narrow track

for one axle—appear to have lost favour somewhat and before long they may have to fight for survival if price reductions cannot be secured.

Most manufacturers are offering units with similar basic layout but differing in engine volume and power; the larger unit is a little dearer. Unlike the big German car manufacturers, small car makers seem little interested in exports—at least for the present. The home market should absorb a not over-inflated production for some time, and to establish a thorough servicing and spare-parts organization in freshly invaded markets would tie down considerable capital.

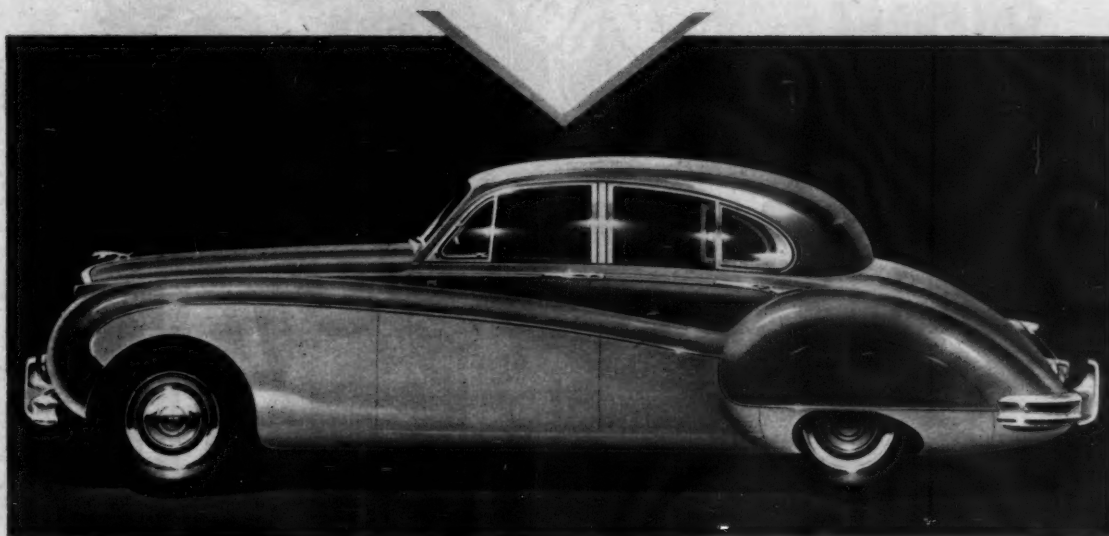
Scooter-mobiles—the term universally used in Germany—are displayed at Frankfurt by Bayerische Motoren Werke, the Ernst Heinkel Company, Elektromaschinenbau Fulda—maker of the Fuldomobil, and Regensburger Stahl-und Metallbau, manufacturer of the Messerschmitt three-wheeler.

Specification of the B.M.W. Isetta is well known, but several improvements on the original Italian design have been introduced. Most prominent is a re-designed front suspension, incorporating vertical coil springs and telescopic dampers. Wheel-travel has been increased by 32 per cent, and the suspension has become much softer. There are also improvements to the sound insulation and to the engine air filter, and the oil sump capacity has been increased. There is a choice of two engines, of 245 or 295 c.c. respectively. There are several new body styles. The de luxe version has large sliding side windows and there is also a "drop-head" version, with foldable hood.

Heinkel, hitherto manufacturing one three-wheeler model with a 175 c.c., o.h.v., single-cylinder engine, has added a 204 c.c. unit. Formerly it had a single

JAGUAR ANNOUNCE THE

VIII *mark eight*



A new luxury model now joins the Jaguar range

Here to join the world-famous Mark VII, XK and 2.4 litre models, is the Mark Eight—one of the most luxurious models ever offered as a series production car. Interior furnishings, cabinet work, fittings and accessories are in the tradition of refinement and craftsmanship usually associated only with the art of specialist coachbuilders, whilst a degree of mechanical refinement has been achieved which stamps this car as outstanding even amongst the distinguished Jaguar range which it now joins. Whilst preserving the basic lines of the Mark VII, the Mark

Eight has its own distinctive frontal appearance and is offered in a wide range of

two-tone exterior colours. It is available either with Automatic Transmission or Overdrive, or with normal manually-operated gearbox. Amongst the many interior refinements are flush-folding occasional tables in the rear compartment, hand-finished polished walnut fittings, deep pile rugs and extra-deep luxurious Dunlopillo cushions upholstered in specially selected fine grain soft-tanned leather.

MECHANICAL ADVANCES include new cylinder head and induction system with type HD6 SU carburettors and twin exhausts. An important advance in the operation of the Automatic Transmission system is the fingertip control which enables the intermediate gear to be held indefinitely, and a new pedal layout permits either left or right foot braking.



THE XK 140
DROPHHEAD COUPE

The current range of models continues for 1957:—

The Mark VII 3½ litre Saloon, with Automatic Transmission, Overdrive or normal gearbox. The 2.4 litre Saloon, Special Equipment and Standard models. The XK140 3½ litre Open Sports. The XK 140 3½ litre Fixed Head Coupe. The XK140 3½ litre Drophead Coupe. The 'D' type 3½ litre Competition Model.



THE 2.4 SALOON

LONDON SHOWROOMS 88 PICCADILLY W.1.



THE PREMIUM PLUS MOTOR SPIRIT
FOR ENGINES OF REALLY HIGH COMPRESSION RATIO

It's new!

It's the most dynamic petrol
of all time! The petrol that
has everything plus!



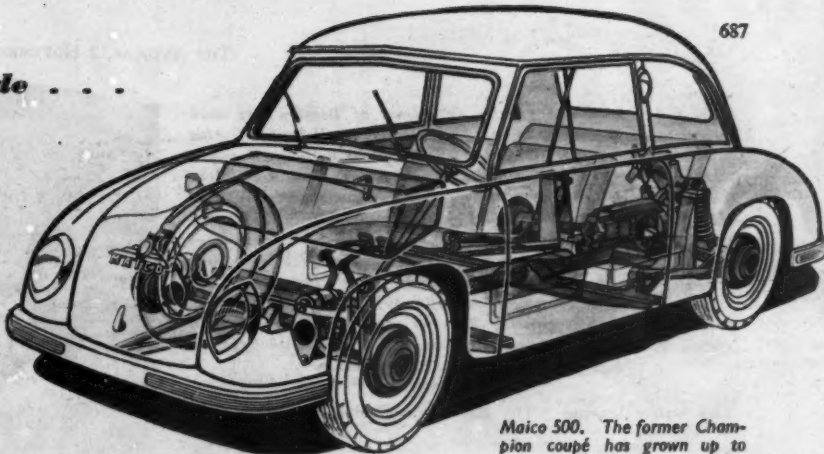
EACH
SUPREME
IN ITS
OWN CLASS

T.M.C.I

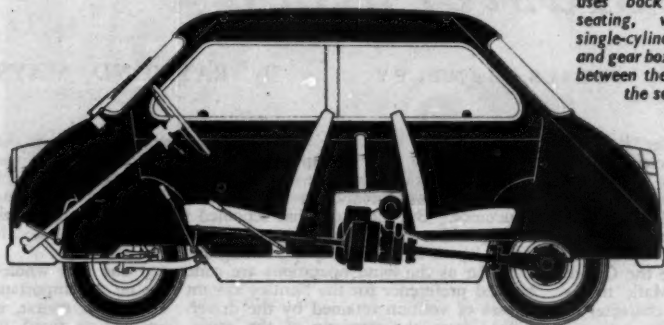
Lilliputians on Parade . . .

rear wheel on one side of the light alloy chaincase forming the trailing suspension arm; it now has one on each side. The Heinkel has a single front door like the Isetta, but the steering column does not swing out of the way when it is opened. Despite the rather small engine, the Heinkel is quite lively on the road, as it is about 208 lb lighter than its Munich competitor.

Following the same general layout of two widely spaced front wheels and twin rear wheels, the Fuldomobil is the most roomy. Front wheels are suspended on a single transverse spring leaf, to the extremities of which are bolted two forged, upright forks carrying the kingpin and stub-axle assembly. Suspension is by vertical struts, incorporating coil springs and dampers. A 191 c.c. Fichtel and Sachs single-cylinder two-stroke engine



Maico 500. The former Champion coupé has grown up to become a full four-seater



The Zundapp Janus uses back-to-back seating, with the single-cylinder engine and gear box mounted between the backs of the seats

transmits power by a conventional four-speed gear box and chain to the twin rear wheels, which are shod with 4.40 x 8 in tyres. As the body panels are of light alloy, the car is not unduly heavy—it weighs about 700 lb.

Small cars, with more or less equal track fore and aft, are shown also by Hans Glas Isaria company, the Bayerische Auto-Werke—a subsidiary of the Victoria Werke—Zündapp and Maico.

If any vehicle on show at Frankfurt merits the term sensational it is the new Goggomobil sports-coupé. Looking like a miniature Alfa-Romeo Sprint and certainly more "veloce" than in fact it is, it has all-independent suspension, an engine revving to 6,000 r.p.m. and more, and a preselector gear box of highly interesting design. The little rear-mounted engine and the chassis are identical with those of the standard saloon, but finish and workmanship are of luxury standard.

Roadholding qualities and all-round suspension characteristics observed in a short test were impressive. Right-angle bends on a cobbled surface were taken at 40 m.p.h. with the engine at peak revs in second, with neither the car deviating from its course nor protest even from the tyres. Gears are selected by a small switch on the dashboard, the actual change taking place at the moment the clutch pedal is depressed. Synchromesh is such that changes can be effected almost without regard to road speed, without pause, and only the rise or fall of engine revs to tell of the change.

This impressive Lilliputian, seating two adults with two children (or luggage) on a small bench behind, will go into production in February. With the 300 c.c. engine—developing 14.8 b.h.p.—it will cost 3,780 Marks (£315); with the 250 c.c.

(14 b.h.p.) power unit, 110 Marks (£8 10s) less.

The Goggomobil standard saloon, of which 170 to 180 are being produced every day, has been modified in detail. Operation of the starter is now combined with the ignition switch, upholstery and general finish have been improved and many extras are available. The new coupé model will probably be available with an engine of increased capacity and performance before long.

No changes are seen in the design of the Spatz, made by the Bayerische Auto-Werke. The little glass-fibre bodied car is manufactured at a rate of several hundred a month. To the open model has been added a coupé with "gull-wing" type doors opening upwards. Suspension is by Porsche-type trailing links and vertical struts (helical spring and telescopic damper) at the front, and by swing-axles and identical struts at the

rear. The little car will probably undergo chassis modifications soon.

Although Victoria Werke are among Germany's largest makers of motor cycles and engines, the Spatz has an F. and S. engine of 191 c.c. No doubt a new engine will replace this single-cylinder two-stroke soon—a "multi" to provide more urge.

The Zundapp Janus described recently (21 September, 1956) is one of the most original approaches to small car design, and the suspension and space distribution problems in particular have been tackled admirably and boldly. It may be questioned if a single-cylinder engine of but 250 c.c. is adequate for a full four-seater, but a larger unit—a parallel-twin o.h.v. engine of 400 c.c. or more—is under development. Manufacture of the Janus is to start in March next year.

Powered by a twin-cylinder Heinkel engine of 452 c.c., developing 18 b.h.p., the Maico 500 is the most powerful small car shown, and the only one with a water-cooled engine. Basically the chassis is identical with that of the Champion, which Maico took over more than a year ago. The car has a central backbone-type frame and independent suspension all round, at the front by rubber elements in torsion. The rear suspension now uses coil springs. The steel-bodied saloon seats four, but is rather heavy.

Of proprietary components and accessories, at least one must be mentioned—the Selectomat gear box fitted in the Goggomobil coupé. This four-speed and reverse unit—a development of a model shown at the Frankfurt Motor Show last year, seems to hold high promise as a semi-automatic transmission for light cars. The gears are shifted by a system of solenoid spools. Synchromesh is simple, but works exceedingly well.

Goggomobil have introduced a coupé body which, in appearance, rivals that of Italian specialist coachbuilders. The chassis is the same as that of the four-seater saloon



FEW CAN have had greater experience of Bentley cars than former racing driver Raymond Mays, latterly well known for his association with B.R.M. cars. Since 1931 he has owned seventeen examples of the Bentley marque, ranging from one of the first 3½ litres to the current S series model seen on the illustrations. Incidentally, ten have carried the registration CTL 17. He has averaged 50,000 miles per car—a total of 850,000 Bentley miles—so that it is on the basis of a wealth of experience that he declares the latest model to be a significant stage farther than the best of its predecessors in narrowing the gap between excellence and perfection. Compared with the R series car, he adds, it scores in speed, acceleration, refinement of running, silence, controllability, safety, passenger space and appearance.

The writer leaving "The Esses" at Shelsley in an E.R.A.



Salute to a Masterpiece

OWNER'S-EYE VIEW OF AN S SERIES BENTLEY

By RAYMOND MAYS

WHEN Bentleys, in April of 1955, turned over the "R-to-S" leaf—introducing their first major design changes for several years—the standardization of fully automatic transmission was among the most important of the new mechanical adoptions. Two-pedal control had been available at option on the R chassis, of course, but the S took the choice out of buyers' hands. I make no excuse for the prominence which this article will give to the results of that policy, because the Crewe factory's interpretation of General Motors' Hydra-Matic transmission plays a fundamental part in determining the character of the 1956 Bentley.

After some 30,000 miles of two-pedal motoring, I am ready to admit that this simplified transmission will be a "must" on any high-powered car I own in the future. I say "admit" advisedly, and thereby hangs a tale. Many months before the launching of the S, the makers paid me the compliment of asking my opinion as to the desirability of making automatic transmission "compulsory." Less flatteringly, they then ignored my advice, which was that it would be a crying shame to deny intelligent drivers the pleasures of manipulating the finest synchromesh gear box in production anywhere in the world.

It took me, I think, about three weeks and a couple of thousand miles to own to myself that the Bentley design team knew best what was "good for me." And I have known a similar bias in other and equally conservative drivers, to die an even quicker death in the face of first-hand experience of automation awheel.

When one's feet have been outnumbered by pedals in the ratio of two to three for upwards of a quarter of a century, the reflexes naturally become conditioned, and the right foot relinquishes an unnaturally dexterous double role with some reluctance. But, once one has schooled the foot into the knack of dispensing with knack, any return to a conventional pedal-board layout is thoroughly frustrating and bothersome.

So far as the hand operations are concerned, my now wholehearted preference for the Bentley system rests on the important degree of volition retained by the driver. In this, of course, it differs from the versions of the same transmission fitted to American cars: they are cent per cent automatic and make no concession to owners who, when the mood is on them, may like to "shift for themselves."

Mood is the operative word in this context. For the motorist who sometimes drives seven or eight hundred miles in a day—as I do and have done, with the greatest enjoyment, in Bentleys of many vintages—it is modified by mounting mileage and changing road conditions.

For the first few hundred miles following a dawn departure, for instance, or when responding to the cheerful challenge of tortuous mountain passes, one's fingers will itch for something to do—something that will let the driver prove, if only to himself, that he is more than an idle witness of the wonders wrought by the invisible "little men" inside that parcel of epicyclic miracles.

Heading for the mountains—the approach to the Italian-Swiss frontier





Latest of the line—Bentley CTL 17 on the shore of Lake Maggiore

Then, many hours and leagues later, and perhaps under the soporific influence of good Continental cuisine, one surrenders gratefully to full automaticity, and lets the kilometres fly by without laying a finger on the steering-column lever by which the considerate Bentley designers introduce an element of discipline into their "little men's" lives.

It is this overriding control, enabling manual changes to be made from the 3.42 to 1 top gear into the 4.96 "third," and both into and out of "second" (9 to 1), that puts this Crewe-built transmission into a different class from its Detroit parent. For anyone of my driving habits and varying moods it is an entirely unmixed blessing. It is, indeed, hard to believe that any motorist of imagination would choose to deny himself such a happy adjunct to fool-proof control, for the manual changes, in the absence of a clutch, are made solely by the flick of a finger.

Curiously enough, in view of its basic simplicity, this is a transmission which one can, if one wishes, go on "learning" almost indefinitely. There is a wide and fascinating scope for nicety in interplay between throttle pressures on the one hand, and one's own and the "little men's" gear-juggling machinations on the other. The system has been mildly criticized on the grounds that under conditions calling for forceful acceleration in top, it is difficult to avoid an unwanted drop to third.

But in practice—at any rate in my experience—the right compromise in throttle pressure (which soon becomes a matter of instinct) promotes a fast pick-up while just preventing the unsought change. In any case, of course, if the resulting acceleration is not sufficient for the occasion, why begrudge the assistance of the extra torque multiplication?

Personally, the one fault I find with the system is its wide gap (more than four clear ratios) between second and third. In storming Alpine passes the S invites you to handle it like a sports car of half its weight and two feet less wheelbase. And this, indeed, you can do, but with the proviso that a second gear pitched somewhere around the 7.25 mark would provide exactly the right ratio for such capers.

So far as the two upper gears are concerned, the 3.42 to 1 top is perfect, but I should like a slightly higher third. Nevertheless, the acceleration through third and top in the fifty-to-ninety range is quite noticeably superior to that of the R-Type. Even the final dozen or fifteen m.p.h.—from 90 to 105 or thereabouts—swing up on the dial with a swift willingness that beats anything I have ever experienced on a car that anywhere approaches the luxury, weight and frontal area of this two-ton highway express.

Normally, in passenger cars not intended for competition, maximum speed is mainly significant as an index of probable cruising capabilities, but the performance of the latterday Bentleys at the 95-and-upwards level has been so effortless that, on Continental roads, a fast driver is constantly tempted to cruise by the hour with his foot flat on the floor. I'm not sure whether

the makers would approve of these methods, nor do I recommend them to other owners; but I can say from repeated experience that CTL 17 takes her cruising-at-maximum dosage with complete and unvarying serenity.

Treated this way, with loads up to four persons and luggage to match, the engine comes to the end of day-long journeys without the slightest loss of "edge," and even in the hottest summer weather of Italy and the South of France, at no time pushes its water temperature past the normal mark.

True maximum speed, without help or hindrance from wind or gradient, is probably about 105 m.p.h., although I have not timed my car over a measured distance. It is, of course, well known that speedometer error on the Bentley and Rolls-Royce is usually on the pessimistic side. Many times, on slightly falling gradients in France, CTL 17 has reached the maximum reading of 110 m.p.h. and then gone "off the clock."

It is, however, on the ascents and descents of intricate Alpine passes, rather than in flat-out motoring on routes nationales and autostrade, that the S reveals the most surprising side of its character. My first Continental journey after acquiring the car, taking in such famous passes as the Simplon and St. Gothard—traversed both ways—brought an early opportunity for matching the massive and heavily laden Bentley against cars which, by every rule in the book, should have run rings round it.

On this sort of terrain it seems that every Italian driver burns to prove himself a second Fangio and, with assistance from some of the best of his country's sports and *Gran Turismo* offerings, he makes a pretty good job of the impersonation. Nevertheless, in spite of our laden weight of approximately 43 cwt and a 123in wheelbase, we found we could keep step with the most enterprising of these mountain pacemakers, and give the slightly canny ones a view up our tailpipe every time.

By what kind of engineering alchemy such handling qualities are allied to the Bentley's bulk and weight I am not qualified to say, although one needs no technical pretensions to assess individual features which have a bearing on roadability in the broad sense.

In motoring of this class, braking is obviously of first-rate importance. The servo-assisted brakes on the S Series Bentley are beyond praise. In exchange for pedal pressures that are light without going to cotton-woolly extremes, one has stopping power at one's command which practically makes nonsense of the word "emergency." These brakes never fade, are 100 per cent consistent and predictable in performance, and produce no sound.

Both front and rear springing systems have a suppleness and deflection range that feel noticeably superior to the R equivalents, and enable really bad surfaces to be traversed at high speed without discomfort or large displacements of the sprung mass.

In long-distance touring with ambitious speed averages in view,

Salute to a Masterpiece...

this ability to take the rough with the smooth at almost undiminished pace is vitally important. As just one example of its value, on the first day's stage of a run from Calais to Monte Carlo to watch this year's Monaco Grand Prix, a party of three of us put up a running-time average of 64 m.p.h. over a distance of 532 miles.

The excellence of the road adhesion is further reflected in the Bentley's extraordinary safety and immunity from skidding on wet surfaces. Some of the credit here is certainly due to the India tyres, which I run at 20 and 27 p.s.i., front and back respectively. A factor of at least equal value, no doubt, is the stringent "discipline" of the back axle, which is linked to the offside frame member by a Z-rod; this acts as an anti-roll bar and also maintains the correct geometric relationship between the axle and the road springs.

As a long-term connoisseur of Bentleys, I was naturally interested to compare the latest type of ride-control—which has only two settings, soft and hard—with its infinitely variable predecessor. In theory I was not drawn to the new arrangement, with its tacit suggestion that the owner wouldn't know how to appreciate the finer nuances of suspension firmness. But practical experience has again taught the lesson that nothing is discarded and nothing fresh adopted by Bentleys, unless and until the change shows a tangible improvement. Although it was sometimes amusing to ring fine changes on the old-type ride control, the fact is that most of my R mileage used to be done on a "two-thirds-hard" setting. Now, with the S-Series model, I find that the "soft" position gives the optimum combination of comfort and controllability for probably 95 per cent of one's travels.

Additional Bond Minicar

TWELVE extra inches of overall length as well as wheel-base give the newest Bond Minicar a much longer appearance. The separate front "wings" have disappeared in this version, a continuous high-wing line running from front to rear. The second colour flash along the sides is likely to curve over the rear wheel in production models, instead of having sharp angles.

Considerable structural changes have been made, the new model having a rectangular steel frame as a basis, making the construction part-integral; body panels are in light alloy and standard bumpers and overriders are used. The bonnet lid now opens from above the radiator grille, thus increasing front-end stiffness by leaving the grille in place. Lamps and winking indicators are housed in the wing extremities.

The Bond three-wheeler is front-wheel driven by the Villiers Mark 9E two-stroke motor cycle engine of 197 c.c. It has the German Siba Dynastart system, by means of which, as an optional extra, reverse is provided. The gear box is three-speed and contains no reverse. However, the ability of the Bond to turn in its own length renders reverse largely unnecessary!

A run in the new model prototype showed it to be an engaging little vehicle with a "real car" feel. Controls are grouped in an elliptical panel round the steering column, and there is a

Prototype of the new Bond Minicar, deliveries of which are expected to begin in April. In the production version the flash along the sides will be modified at the rear wheel, and the screen pillars raked



A controversial feature of the latest Bentley is its low steering ratio—4½ turns from lock to lock—and the absence of any form of power assistance in this department. By the possibly unusual standards whereby, as a former racing driver, I am apt to judge these matters, the ratio might have been expected to feel excessively low, whereas in fact it doesn't. This I can attribute only to the great positiveness of the steering mechanism, resulting from a total lack of lost motion in the linkages and joints. Power-assisted steering is fitted as standard to many American cars, and it is obviously a development which must be made available, although in my opinion it is still a matter for the preference of the individual.

For anyone of my slightly above-average height, the driving position is as near perfect as no matter, both as regards leg- and arm-reach and visibility in all directions. The merging contours of the bonnet and front wings lend themselves to confident and accurate "aiming" at high speeds, and personally I find nothing disconcerting in a bonnet length which perhaps exceeds the fashionable norm of today. The support given to the back by the individually adjustable high seat squabs is excellent, but separate seats to allow for adjusting the leg room would be even better.

My only other adverse criticism concerns the fuel level warning light, which not only starts flashing too soon (when the tank is still about a quarter-full) but also dazzles the driver at night.

Finally, in this age of over-decoration and inconsequent chromium waffle-work in car styling, it is a constant source of pleasure to me simply to stand back and look at CTL 17—epitome of elegance and dignity on wheels. In pre-S days, when I arrived in Berne each summer on my annual excursion to the Swiss Grand Prix, I used to be greeted with the same remark by an old friend at the famous Bellevue Palace Hotel: "Ah—another of your beautiful boxes, I see." He changed the formula when the S appeared—beautiful, yes; box, no.



The increase in body width is apparent in this view. There is room for luggage in the tail, and a folding, steel-framed hood and sidescreens with sliding windows, complete the all-weather equipment

left-hand facia gear lever. The price of this new model will be £270, increased by purchase tax to £339 10s 6d. Delivery will not commence until April next year and it is likely that there will be detail changes in the meantime, as the new design is not yet finalized.

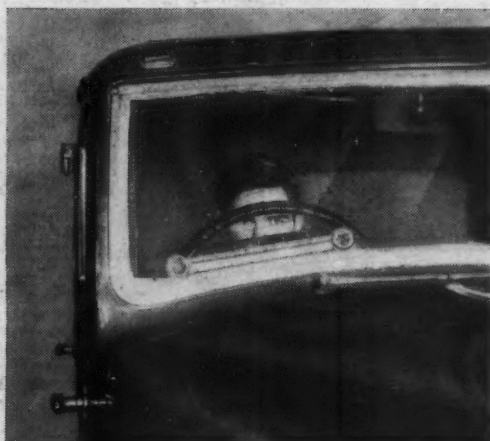
		SPECIFICATION
ENGINE		
No. of cyls.	...	1
Bore and stroke	...	59 x 72 mm (2.32 x 2.83 in)
Displacement	...	197 c.c. (12.02 cu in)
Valve position	...	Ported two-stroke
Carburettor	...	Villiers S.25/1
Tank capacity	...	3½ imp. gallons (12.3 litres)
Cooling system	...	Air cooled
Electrical system	...	Siba Dynastart, coil ignition, 12-volt battery
TRANSMISSION		
Clutch	...	Wet four-plate
Gear box	...	Villiers three-speed; electrical engine reversing optional extra
Final drive	...	Roller chain to front wheel
CHASSIS		
Brakes	...	Mechanical; 5in-diameter drums
Suspension	...	Front, trailing link and coil spring; rear, trailing links and rubber torsion springs
Tyres	...	4.00 x 8in
Steering	...	Worm and sector; wheel in unit with engine and transmission
DIMENSIONS		
Overall length	...	11ft (335 cm)
Overall width	...	4ft 7in (140 cm)
Overall height	...	4ft (122 cm)
Ground clearance	...	7in (18 cm)
Dry weight	...	620 lb (281 kg)

Methods of the Experts

MEMBERS OF "The Autocar" staff have an almost unrivalled opportunity of studying and analysing the methods of the most expert drivers in the world. There is much of interest in the methods of the famous few, and much to learn from them—knowledge that is directly applicable to normal road work. For some time past we have been collecting and collating this knowledge. Now we have pleasure in presenting it in a series of articles for the benefit of all. This first part, and the one which will follow, are concerned mainly with the preparations of self and of car which are essential if the driver is to be comfortable and alert at the wheel.

Part 1.

DRIVING COMFORT



Left: Stirling Moss adopts the straight-armed position favoured by most competition drivers. Not all cars permit this, together with comfortable pedals' reach, but it allows freedom of movement and first-class control. Right: A driver seated thus gives himself little chance to see out, or control his vehicle properly

WHEN one looks at the driving compartment of a car that has been specially prepared for long-distance rally work, one's first impression is that it has been "tailor made." It will have been designed round the driver with the intention of making as easy as is humanly possible the skilled and efficient handling of the vehicle concerned. In an emergency the important controls are all ready to hand; those that are less frequently used are more tucked away. The arrangement of the controls, the seat comfort and position, and the equipment provided have all been so chosen and arranged as to reduce fatigue to a minimum, allowing the faculties to be concentrated wholly on the task of conducting the car speedily and safely. Although the rally car has probably been equipped to undertake a winter's journey of 2,000-odd miles without halting except to take on fuel, it would also probably be better suited than most other cars for a 300-mile summer drive to the seaside.

With the type of car quoted above, the task of tailoring the driving position is simplified by the fact that the dimensions of the driver or drivers can be measured. The leg length, seat

height and arm reach can then be adjusted exactly to suit. In production cars, where the driving position has to cater for an infinite variety of driver statures, it is clearly not so easy and a compromise cannot be expected to give more than adequate "fit" for the majority. Owners, in their modesty, should not try too hard to suit themselves to the position provided by the manufacturer—it is better to see what can be done, without costly alterations, to suit the car to their own needs.

Watch an experienced driver taking over a strange car. The first thing he does—after a brief inspection of the controls—is to set about adjusting the driving position to suit him; a wriggle backwards into the seat, until he is in the position that an hour or two of driving would produce, hands on the wheel in the 10 o'clock-2 o'clock position—which by general consent give greater control, but which can be varied a little either way according to the relative height of seat and wheel—and feet on the pedals.

Almost always his next move will be to grope beneath the seat for the release lever, and to slide the seat back or forwards; if



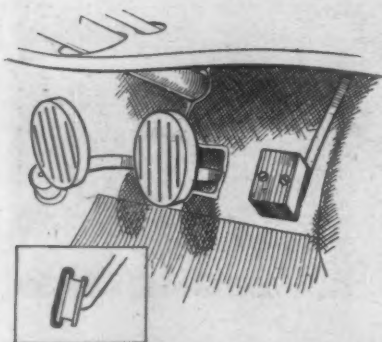
is likely to have at the wheel. Let us analyse, point by point, what the experienced driver can do to make sure that he will have the fullest possible control of any particular car.

The requirements are these: Maximum view of the road to the front, rear, right (in this country), and half left; the ability to aim the car and gauge its width correctly (in this connection, a mascot or motif mounted on the front of the bonnet is often very useful, and the "stabilizing fin" treatment of American rear wings give an excellent width guide when reversing); an absence of any feeling of being boxed-in, and therefore remote from other traffic; ability to operate all controls with maximum efficiency (which, with some controls, means minimum time lag coupled with maximum delicacy); an arrangement of the most used controls which demands for their operation as little effort as possible (one's freshness after a long journey is very largely governed by this); and a seating position which combines comfort with optimum control.

S. C. H. ("Sammy") Davis feels so strongly on this subject that in his book *Car Driving as an Art*, he says: "... a driver should never take a car out if he is not comfortable, whatever the temptation."

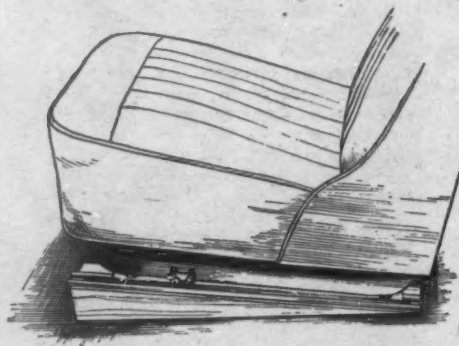
If, because of limitations in the range of adjustment, the seat will not provide a good driving position in terms of eye level, wheel and pedal reach, and relaxed, alert comfort, one has to

Comfortable and physically relaxed, this is the recommended alert driving position for most occasions. Arms are a little more bent than those of Stirling Moss, overleaf. For quiet motoring the hands could, for comfort, be lowered to a quarter past nine in most cars without risk of impeding movement. Note that the left foot is not on the clutch pedal



If the accelerator pedal is too low relative to the brake, a hardwood or aluminium pad will raise it to the required level. A second, upper pad, of similar dimensions to the pedal itself, will enable the original rubber to be replaced

The height of the driving seat can be increased by interposing a strip of wood between the runners and the floor. By tapering the chock, the seat may be made to rise as it moves forward



Methods of the Experts . . .

the wheel is too close, a glance at the steering column will follow—in the hope that it is telescopic, which too often it is not. There may be an adjustment on the rake of the backrest, which will help with the fine adjustments of support, reach and view. Having satisfied himself that he is not now too far back for easy operation of the pedals, and that he is as comfortable as the range of seat adjustment will allow, he starts looking round the driving compartment.

His gaze sweeps forward, and ranges from wing to wing . . . is this a car that can be "aimed" . . . are the screen pillars so thick or so placed that they could hide a lorry, let alone a pedestrian? Rearward view—does the driving mirror suit the new seat position?

His hand drops to the gear lever knob . . . Is it too far from (or close to) the steering wheel? Usually it is quite simple to shorten or lengthen a central, floor-mounted lever, by sawing off and rethreading, or adding an extension. Often a "set" can be put in the lever itself to bring it nearer the wheel. With column-mounted lever it is not so easy—especially when, with a four-speed box, one has to pull out the knob on the lever in order to engage reverse. A little ingenuity, even with these, will sometimes bring about an improvement.

So it goes on, as he tries to decide the degree of mastery he

decide carefully what is to be done to remedy or at least improve matters.

With a car that has seen long service it may be that the seat springs have settled—in which case new springs, or more padding, could be the answer. It may be that, because you are of medium height and the manufacturer has had to cater for tall drivers as well as short, the seat is mounted lower than it need be . . . and bear in mind that the higher the seat, the less critical the fore-and-aft position becomes. It is generally true to say that there are far more examples of seats that suffer from lack of height than from excess of it; and there are far, far too many examples, among the older cars, of seats that have sagged to such an extent that the drivers are scarcely able to see clearly over the rims of their steering wheels—or even bonnets.

It is not a difficult job to raise the whole seat by means of wooden chocks, which can be tapered towards the back or the front to increase or decrease the rake of the backrest, though forward tilting of the seat itself should be avoided. It is very important that the seat should hold the driver securely in position when the car is cornering—it should never be necessary to use the steering wheel as a "grab-rail"—and it is essential, when making alterations to the seat mounting, that everything is completely rigid when the job is complete. For this reason, of course, a separate seat cushion should never be used to increase the height—it is liable to slide about and

upset one's control and concentration. So important is this matter of driving position and, as has been said before, the comfort, support and location provided by the driving seat, that discriminating drivers will go so far as to have special seats made.

Fore-and-aft adjustment, too, can be improved by an owner who is determined to obtain unimpaired control of his car. Usually it is the extra tall driver who has to make structural alterations, to push the seat farther back than the existing runners will allow. This can be done by adding extensions to the blocks on which the runners are mounted, and re-fixing the runners themselves farther back in the car. For a car which is driven throughout its life by a single driver, it may help to bolt the seat directly to the floor of the car.

So much for the seat arrangements; now for the controls. As has been mentioned earlier, those which are most frequently in use should be the most easily reached—unless the very job of operating them is to become tiring. So far as the pedals are concerned, the main point is that they should be far enough apart to ensure that in no circumstances can the foot that is reaching for the brake pedal in an emergency find itself on the throttle pedal—or straddling both. It is often possible to obtain an increase in space between the pedals by removing them and bending them in the required direction; on one or two cars an adjustment is provided. Where the pedals tend to be too close together it is, of course, unwise to wear Wellington boots, brogues or other over-stout footwear, which often, too, has wider welts, when driving.

Racing drivers use a type of thin-soled leather boot, rather similar to a boxer's footwear, which gives sensitive "feel" of the pedals and takes up very little space. Clearly it is not possible—nor should it be necessary—to resort to such measures for everyday driving, but it is worth while wearing a pair of lighter shoes for longer journeys in cars which are badly designed in this quarter, and it is significant that Stirling Moss almost always drives in light shoes. One or two women drivers carry a pair of low-heeled shoes beneath the seat, as high heels give anything but sensitive control of the pedals.

Move the foot quickly from brake to throttle pedal. Does this require any awkward contortions? Occasionally the heights of the two pedals differ by as much as 4 to 6 in, the throttle being the lower of the two. It is not difficult to raise the pedal height by fitting an aluminium or hardwood pad, secured by countersunk machine screws.

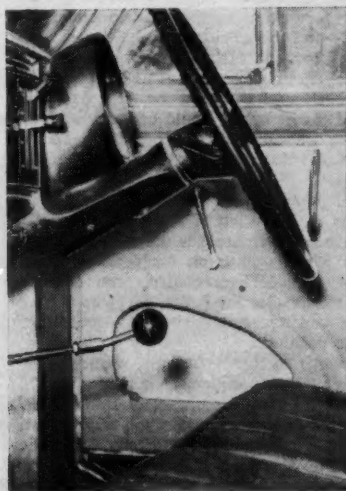
In this connection, the practice of "heel-and-toeing" comes to mind, whereby the driver operates the brake pedal with the toe of his right foot and the accelerator with his heel. It is then possible to slow and change down on the approach to a corner in the smoothest manner. Not many cars are designed with this in mind—race-bred cars included—but it is useful for fast driving, and is thus included in the expert's repertoire.

The type of throttle pedal preferred by many practiced drivers is one operated by a narrow metal plate hinged to the floor—once referred to as an “organ-type” pedal. With the middle of this at roughly the same height as the brake pedal, it will be found easy to reach and operate with the heel while the



The effects of sagging seat springs can be seen all too clearly in these illustrations. The difference in eye level in the two views is no more than three inches, yet the first-class vision provided by the manufacturers (below) has deteriorated until the car, presenting the driver with view shown above, is scarcely safe to drive.

Gear lever extensions are available which bring the lever knob closer to the steering wheel



Methods of the Experts...

Right: This attitude, too often seen on the roads, can only be described as slipshod. The right arm, resting on the window sill, has no freedom of movement and, therefore, no control; the left, gripping the wheel at 12 o'clock, has little more. The obstructing effect of the offside screen pillar is accentuated, and such drivers are apt to fail in an emergency

Below: "Heel-and-toe," demonstrated by Stirling Moss. The ball of the right foot operates the brake pedal, while the instep, in this case, depresses the accelerator. The lightweight slipper he favours will be noticed



forward part of the foot applies steady pressure to the brakes.

Experienced drivers are often dissatisfied with the type and mounting of driving mirrors on production cars—appreciating that to be overtaken by a car whose presence astern had not even been noted is a shaming experience. The clear view of what is happening behind is, we all know, important (for you and the man following), and a larger than standard mirror may be desirable. It should be placed at such a height that the top (or bottom) of the rear window does not curtail the rearward view—though a compromise is necessary on some cars—and, further, so that the mirror itself does not reduce forward vision through the windscreen. Unfortunately, all too often the best rearward vision can be obtained only at the cost of a good nearside view of the road ahead.

To counter any blind spots caused by the rear quarters (a fault which the wrap-round rear window of modern cars is eliminating), wing (or external, screen-pillar) mirrors are very valuable—even a "must." Some of them possess the property of reducing the size of the image, and for this allowance needs to be made. An approaching car may appear to be close astern in the interior mirror but a long way back in a wing-mounted one. A fact which often discourages the fitting of exterior mirrors is their vulnerability; passing pedestrians will often sweep them, unwittingly, out of adjustment. Nowadays there are available spring-loaded types which, when disturbed, will return automatically into position.

Finally, having arranged the seating and controls to one's own requirements, it is worth taking the car out at night, turning on the instrument lighting and studying the windscreen for reflections. Often the chromium horn ring, demister outlet, column-mounted gear lever, or even the steering wheel itself, will throw reflections which obscure the view of the road ahead. Matt paint will very often cure this effectively, and though one can appreciate the manufacturers' point of view in making the



driving compartment attractive, it is odd that gay styling should have been allowed to take precedence over function and serviceability in this department.

The driver of one of *The Autocar* staff cars once threw caution to the winds and painted the entire fascia and controls with matt black paint; the result, though somewhat funereal, was restful to the driver, eliminated reflections on the screen and greatly improved the legibility of the instruments.

In the majority of production cars these days the positioning of instruments and minor controls is good and does not warrant much alteration. The rally-equipped car may have such things as an average speed indicator (by which, at any moment of the journey, it is possible to tell at a glance whether one is ahead or astern of a predetermined average speed), an r.p.m. indicator, map-reading light, manual ignition control, oil temperature gauge and so on. These are not essentials by any means, but they add to the pleasure and convenience of the car.

Only if there is no roughness in throttle and brake operation, in steering or in clutch take-up, can there be true mastery of the car. Each control must operate as smoothly and silkily as its design and adequate lubrication of its mechanism will permit. Cable-operated throttles are particularly prone to jerky movement, which is normally easily cured by lubrication or by adjusting the run of the conduit—or both. If the wire that runs in the conduit is frayed it will also cause roughness, which no amount of lubrication will cure. You will discover it one day when the throttle sticks open; it is worth checking to obviate this.

Finally, what could be more indicative of a slovenly driver than a slovenly driving compartment? Apart from being unsightly as well as uncomfortable, carpets that have left their fastenings and, together with odd cleaning rags, cushions and what-not, have become churned up on the floor are a source of danger. They may easily work their way forward under the pedals, reducing the travel of the brake pedal—and the efficiency of the brakes. Ill-fitting, tattered seat covers, too, apart from becoming rucked and uncomfortable, can slide about on corners. The advantages claimed for steering wheel covers should be regarded with suspicion. The fitting of covers, which could become loose and slip round relative to the wheel itself, may prove a source of danger. For the same reason driving gloves should be carefully selected.

An aspect of driver comfort which does not often become apparent for some time is the intrusion of particular controls in a particular position. A notable example is the window winder or internal door handle which will catch one's sleeve or the buttoned cuff of an overcoat. These controls can often be varied in their angle by unscrewing the collar, with the window in its most used position, and replacing the handle—probably at right-angles to its former position.

Summing up, in the words of Ronnie Adams, winner of this year's Monte Carlo Rally: "Crew endurance is almost directly proportional to crew comfort. If seats are uncomfortable, pedals not right, or instruments not easily read, crews will tire quicker." Though these remarks were in fact applied to rally work, they are equally applicable to everyday long-distance travel—and, for "endurance," one could well substitute the word "efficiency."

NEWS AND VIEWS

Car Sale Expansion

THE vice-president of American Ford, Mr. Benson Ford, has predicted that within the next ten years the annual sales of American cars will expand by 60 to 70 per cent. Present sales amount to some 6½ million, so the prospect for the customer, who will have to find room for his new car on the road, does not seem as bright as for the manufacturer.

Legal Responsibility

CERTAIN clauses of the new Road Traffic Act (*The Autocar*, October 5) became law yesterday. The Lord Chancellor, in his presidential address to the Magistrates' Association at Guildhall, suggested that this was the appropriate time to review the penalties imposed for motor-ing offences. Lord Kilmuir mentioned in particular the great increase of accidents, the average fine, and the scant use of disqualification, and asked his listeners to consider if their practice was justified under current conditions.

Swiss Project

THIS month work is to start on the construction of a single-span concrete bridge across the River Rhône, at St. Maurice. It is claimed that with its length of about 386ft it will be the longest of its kind in the world. It will be wide enough to carry four carriageways. It is hoped that the project will be completed in less than six months.

South Africa Only

LAST week it was stated in these columns that in future presentations of a touring briefcase and map holder and a year's free subscription would be made to members who enrol new subscribers to the Automobile Association. It has since been discovered that this offer is made only by the A.A. of South Africa, and not by the Automobile Association of this country.

1,130 Advanced Motorists

LAST Wednesday Mr. Hugh Molson, Joint Parliamentary Secretary to the Minister of Transport, presented certificates and badges to the first, the 500th and the 1,000th motorists to pass the test of the Institute of Advanced Motorists. They were Miss Sheila Van Damm, Mr. G. F. Cope, of Sutton Coldfield, and Mr. R. J. Seligman, of London. Since its formation just over four months ago, this non-profit-making institute has tested more than 1,720 people and failed about 600 of them. Currently, the percentage of failures is about 50, and very many who fail are enthusiastic about correcting their mistakes and trying again.

The problem of providing a badge which can be removed when non-members are driving the car has not yet been overcome ideally. The badges are now attached to the inside of windscreens by rubber suction cups. They can thus be removed easily, but might be considered ostentatious and possibly obstructive to vision.

New Session

THE Queen's speech, which opens the new session of Parliament on November 6, is not expected to contain anything startling for the motorist. There is, however, the Government white paper on proposed vehicle tests.

During the last stages of the old session, it was learned that the clause of the Road Traffic Act barring the issue of provisional licence renewals to drivers who refuse to take the test, would be brought into force next year.

Coachwork Medals for Rootes

FOUR gold medals have been won by the products of the Rootes Group in the annual Motor Show coachwork competition sponsored by the Institute of British Carriage and Automobile Manufacturers. The awards won by Rootes include first prizes for a Hillman Minx Special saloon, a Singer Gazelle, a Hillman Minx estate car and a Humber Hawk estate car, a second prize for a Hillman Minx coupé, and a third prize for a Hillman Husky.



A SECTION of the Cromwell Road extension (West London) as seen by a staff photographer not long after the westbound lane had been opened to traffic. It is not considered safe to use the second carriageway, just visible between lamp post and building, until a fence has been constructed along the central strip. The scheme is described on page 700



NORWAY'S FIRST production car: it is called the Troll, and will be introduced at Oslo and in Germany next week. The car has a hard-top Fibreglass body and a two-stroke engine with fuel injection. A maximum speed of 81 m.p.h. is claimed for the car, which is expected to go into initial production at the rate of one car a week, increasing later to one car a day

NEWS and VIEWS . . .

Results of the Show

FINAL attendance figures for this year's International Motor Show at Earls Court totalled 494,912, while overseas visitors numbered 16,800. The overall attendance figure represents a drop of 21,000 from last year's figure, and a reduction of 117,000 from the record year of 1953. Attendance last Saturday amounted to 72,692, which is a record for a final day; the total of overseas visitors also constitutes a new record.

Orders for new cars at the Show have been very encouraging. Some production lines at the Austin Motor Company's factory at Longbridge are to be accelerated to keep pace with the new demand. Interest in the Mark VIII Jaguar has been extremely promising. Orders for this car and the 2.4 model have been above expectations.

Vauxhall Motors state that the promise of future sales is such that short time at the Luton factory is to be reduced.

Other cars which have done well at the Show include the automatic transmission models of the Ford Zephyr and Zodiac; the Berkeley sports car; Standard Ten with Standrive two-pedal control; the Triumph TR3 with disc brakes; and the Morris Minor 1000, for which there have been 8,000 orders.

Italian Driving Award

ROME'S Steering Wheel Club has decided to award an annual prize of 100,000 lire (about £57 sterling) to the "most disciplined, careful and courteous" Italian driver of the year.

Motor Cycle Showtime

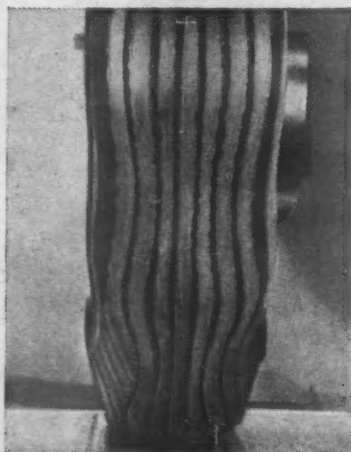
NEXT Saturday the Motor Cycle Show will open at Earls Court, London; it will close on the following Saturday, November 17. Full advance information on the motor cycle, sidecar, three-wheeler, motor scooter, cyclemotor and accessory exhibits will be provided in the *London Show Guide* number of our associated journal *The Motor Cycle*, which will be on sale from newsagents next Friday, November 8, price 9d as usual.

Smiths Board Appointments

AS recently announced, Mr. F. J. Hurn, who was previously director and general manager, has been appointed managing director of Smiths Motor Accessories, Ltd. Five new directors have also been appointed: Mr. A. Barratt; Mr. R. G. Cave; Mr. W. J. Haycroft; Mr. R. A. Neville; and Mr. C. S. Steadman. Mr. S. E. Burlington, who is already a director, now adds to his duties that of general manager of the London sub-division, while Mr. Steadman takes over as general manager of the Witney sub-division.

FOR NEXT WEEK

NEXT week's issue of *The Autocar* will continue the new feature series "Methods of the Experts," of which the first article appears on the preceding pages. In addition to all the regular features, the issue will also include a full road test of the new Singer Gazelle, and the 100th test in the series Used Cars on the Road, for which an unusually luxurious vehicle has been selected. This issue will be on sale from newsagents on Friday, November 9, price 1s as usual.



A standard low-pressure tyre, seen at 100 m.p.h. on a test rig in America. Compression and release of the tread is producing a transverse wave which travels round the tyre. This picture is reproduced from *Motor Trend*

Alaska to the Amazon

INTRODUCING his latest book *Cape Cold to Cape Hot* in Birmingham last Tuesday, author and traveller Richard Pape again expressed his faith in British cars. A film of Pape's journey from North Cape to Cape Town in an Austin Westminster was shown on the occasion, which demonstrated that a quantity production car without any special preparation can survive extremely arduous use. At its conclusion, Richard Pape announced that he is planning to undertake an even tougher journey from Alaska to the Amazon country in the near future.

Used Car Values

THE following is a selection of the prices realized at the Brands Hatch sale of Southern Counties Car Auctions, Ltd., last week.

Car	Date	Price £
Austin 10	Apr. 1946	225
Austin Countryman	Jan. 1956	530
Austin A.30	Mar. 1954	370
Austin A.40	Sept. 1951	360
Ford Eight	Oct. 1938	122½
Ford Prefect	Dec. 1954	445
Ford Consul	Apr. 1955	510
Ford Zephyr	May 1953	410
Humber Hawk	Jan. 1953	440
Hillman Minx	June 1954	480
Hillman Minx convertible	Feb. 1951	352½
Jaguar Mk. VII	June 1953	630
M.G. TC	Apr. 1947	320
Morris 10	Dec. 1938	137½
Morris Minor	July 1951	370
Morris Oxford	Dec. 1950	350
Morris Oxford	June 1953	440
Renault 750	July 1952	320
Riley 1½-litre	June 1938	187½
Singer 10	June 1947	222½
Standard 8	Apr. 1954	350
Standard Vanguard	Apr. 1952	355
Standard Vanguard	Sept. 1953	475
Vauxhall 10	Jan. 1947	230
Vauxhall 25	Nov. 1938	195
Vauxhall Velox	July 1953	415
Vauxhall Velox	Oct. 1954	475

ROAD UP

THE following list of major roadworks in Britain will help motorists to plan their week-end journeys. It has been prepared by the Royal Automobile Club and up-to-date versions will be published frequently in *The Autocar*. At most of the points quoted single line traffic is in operation either continuously or intermittently at peak periods.

West Country
A387.—Road widening at St. Martins, Looe (Cornwall).
A382.—Heating and planing between Bovey Tracey and Pottery Bridge (Devon).
A30.—Super-elevation work between Hayle and Penzance (Cornwall).

Southern England
A30.—Resurfacing at Wellocks Hill, Basingstoke (Hants).

A3.—Removal of tram lines at junction of Kingston Crescent and London Road, Portsmouth.

A35.—Haunching at Brays Bridge, Dorchester (Dorset).

A33.—Mains laying between Compton and Winchester by-pass.

A30.—Excavations in Shaftesbury at junction with B3081.

A36.—Road reconstruction at Whaddon, south of Salisbury.

Midland
A11.—Road closed between Victoria Street and

Queens Road, Norwich. Diversion via Queens Road and Grove Road.

A454.—Drain laying at Hermitage Hill, Bridgnorth (Shropshire).

A442.—Road closed ½ mile north of Dawley. Diversion in operation.

A12.—Widening of Ipswich by-pass at Valley Road (Suffolk).

A5.—Drain laying at junction of Regent St. and Holyhead Road, Wellington (Salop).

Northern England
A6.—Tar spraying at Shap Fell. Southbound traffic diverted via Orton and Tebay.

A6.—Reconstruction work 1 mile south of Carlisle.

A1.—Road widening at southern outskirts of Darlington.

Scotland
A762.—Road improvements two miles north of Laurieston (Kirkcudbrightshire).

A7.—Road reconstruction two miles north of Galashiels.

A78.—Demolition of railway bridge at Kilwinning (Ayr).

A74.—Construction of dual carriageway at Carmyle (Lanark).

Wales
A474.—Road slip at Garnant Hill, Gwaun-cae-gurwen (Glamorgan).

A457.—Major improvements at bridge in Clegyr between Haverfordwest and St. David's.

A40.—Roadworks in Priory Street, Carmarthen.

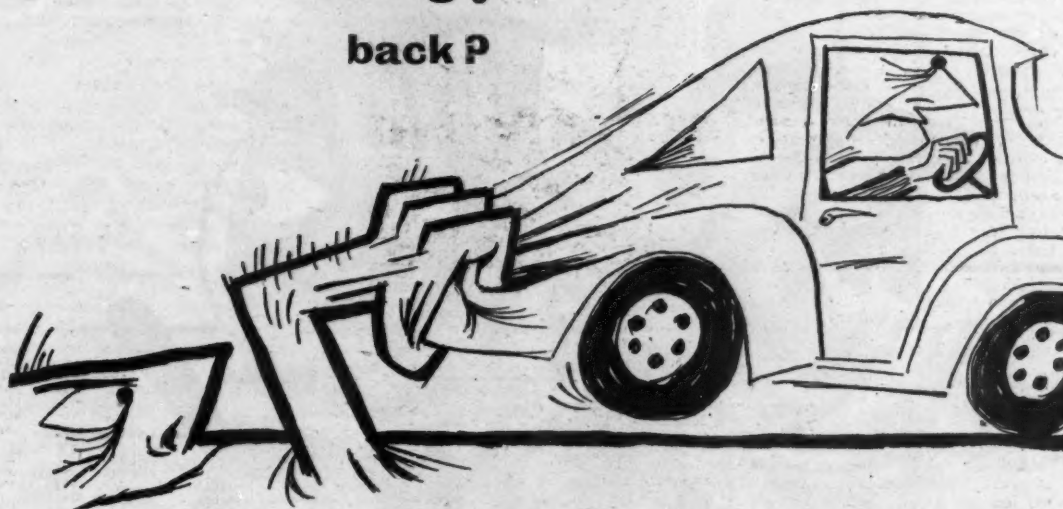
A5182.—Reconstruction work in Farrar Road, Bangor.

A483.—Pipe laying between Ffairfach Square and Ffairfach Station.



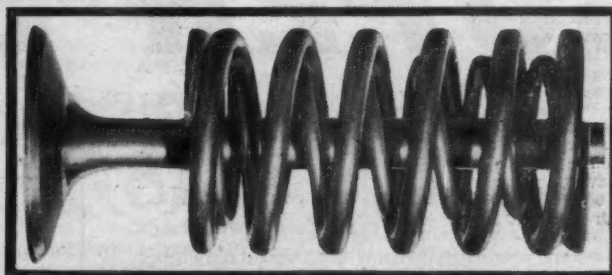
Mr. C. S. Steadman Mr. W. J. Haycroft Mr. A. Barratt Mr. F. J. Hurn Mr. R. A. Neville Mr. R. G. Cave Mr. S. E. Burlington

**What's
holding you
back?**



You often get that feeling in an old car. And more often than not it's a case of tired valve springs. You know, nothing wastes power like a valve spring past its prime — and even the best of them don't last for ever. If that's your trouble a new set of valve springs will improve your performance no end, save petrol too! But do fit Terry's.

refit with **TERRY'S** aero valve springs



**Terry's Battery
Terminal Remover**
Strong, light,
cadmium plated
finish. Will
pull up the
most obstinate
terminal. 5/- each



**Terry's
Ignition Tool**
Combined spanner
and screwdriver
for points, coil,
and distributor
nuts and screws.
1/6 each



**Terry's
'Midget' Spanners**
The 'Midget'
has 8 different
spanners, a .012
feeler gauge and
a screw-driver.
2/- each

See that!



he must be using 
SUPER SHELL

PLUS I.C.A.

Fill up with Super Shell next time you're out. That's the only way to see how much this powerful new 100-octane petrol can do for your car. And remember. Super Shell contains I.C.A. to give smoother, silkier running. Super Shell is absolutely harmless to valves. And it is now winter-grade Super Shell—so no worries about starting in cold weather. Test a tankful now.

why don't you

**TEST A TANKFUL
TODAY?**

YOU CAN BE SURE OF SHELL

Disconnected Jottings

BY THE SCRIBE

Harry Appleby drawings

Rule Britannia

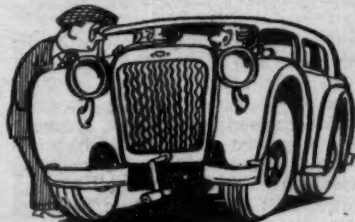
THE Motor Ball at Grosvenor House was one of the best occasions of its kind that I can remember: good fellowship, good entertainment and a good band are sure ingredients. I do not expect many people noted a couple of models of airliners hanging from the roof and, if they did, even fewer connected them with the theme of the occasion.

It was perhaps a pity that at a time when the motor industry—though not the B.B.C.—is banging the drum and waving the British flag, that a near-obsolete American Stratocruiser should have been chosen for decoration. There must be plenty of splendid models of Bristol Britannias, for example. If not a British airliner, then at least the latest and most attractive product from our good friends Boeing at Seattle.

I can think of unkind models which the Society of British Aircraft Constructors might hang from the ceiling at their annual get-together, if they wished to retaliate.

Slot Navigation

DURING the Vintage period, 1918-1930, styling demanded a very high bonnet, and the low, fast appearance was kept by means of a low roof. Running across an elegant example of the period, I measured the windscreen height in the centre. It was 7in. It evoked vague memories of driving cars



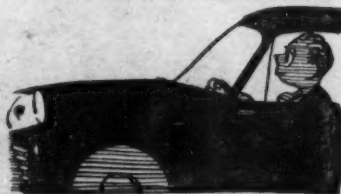
Tank driver vision

with the windscreen as a sort of slot, like the shallow aperture through which tank drivers peer. Styling, what crimes have been committed in thy name!

In the war, lorries first had their windcreens painted out, except for a narrow slot, so that they should not reflect dangerous moonlight. Later, forward-sloping screens came in for the same purpose.

Undippers

NOW these forward-sloping windcreens, besides not reflecting moonlight, had a peacetime advantage. It was pointed out to me by the driver of a government surplus vehicle in a café on the Great North Road. He



... undips the head lamps ...

said they made you immune to dazzle from oncoming head lamps. Delving up my Fourth Form physics, I had to agree. Glass bends light; and his screen dipped oncoming beams for him.

Conversely, the exaggerated backward sloping screen undips the head lamps of the other chap who has courteously dipped for you. And that is why I would rather be in an old London taxi, for a good journey average when meeting lots of traffic at night, than in the sort of low and rakish *gran turismo* that looks so well on Show stands.

Curved glass affords the possibility of having a usefully upright screen, without excess air resistance, by passing the airflow along the sides of the car, instead of over the roof. Or in the case of open two-seaters, without creating a tremendous eddy—which assaults the back of the neck and causes so much drag that most of such cars are faster with the hood up, so killing the eddy.

I welcome the more upright screens in fashion today, and shall be glad to say goodbye to vast metal exterior vizors.

Chimney Fire

I HAVE just had a chimney fire in a car, clouds of smoke, sparks, glowing red chunks—the lot! Nobody else ever did, I am sure, so the thing wants explaining carefully and technically.

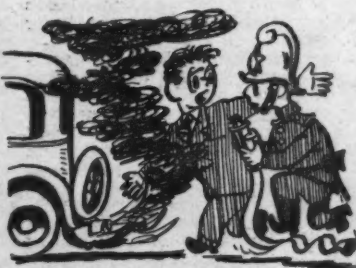
It was a country weekend and my hosts, besides the best forms of homemade cake, also had a vintage Austin Seven saloon. With all on board, The Scribe was made to drive. The steering and brakes of this little car had been renewed and my double-declutching skill returned to me—I remembered the curiously abrupt little clutch. Performance was good. We chased a baby hare down a wet lane for a mile—it stuck to the road—at a dizzy 35 m.p.h. Later, on the main road, we passed a bus, which courteously decelerated as we struggled abreast.

Both these incidents were overdoing it, I think, and were the cause later on of the fire. Besides, the propeller-shaft seemed to be thrashing the life out of the floorboards—at least it

sounded like that. They said it didn't matter about the floorboards, as they were renewable. The chimney was to be more serious.

Technical Matters

NEXT day, Sunday, there was a reluctance to start, spitting back through the carburettor, and misfiring. It seemed like a stuck valve to the owner, and lots of paraffin was poured into the air intake. When the smelly white cloud produced by this had died away, terrible clouds of blue smoke poured out of the exhaust. They grew worse, sparks and glowing chunks shot out, and the tail pipe grew red hot. The chimney was on fire. It must have



Tailpipe grew red hot

had years' accumulation of oil-soaked carbon. (The Technical Editor wonders where the fire was getting its oxygen from: probably unburnt charges of mixture.)

I left them studying the oily, thumb-printed pages of *The Book of the Austin Seven*, and laying out the household toolkit, mostly huge cast iron spanners supplied with larger machinery such as mangles.

All will be well. Austin Sevens were delightfully simple and accessible.

Our Missed Scoop?

IN the *Daily Mail's* very interesting interviews with Mr. Guy Burgess, a Foreign Office official who created a sensation by disappearing with a Mr. Maclean and popping up in Moscow, I note that:—

"He has a consuming interest in motor cars, and has missed hardly one issue of *The Autocar* since he was nine years old. He still has it sent to him in Moscow."

We did not supply an Avoid The Traffic route, so he must have planned his own. It is an intriguing thought that at the very height of world furore about our reader's disappearance, the subscription department may have been quietly and incuriously entering a change of subscriber's address in the records.

NEW CARS DESCRIBED

The 1957 Mercurys

By Roger Huntingdon, S.A.E.



Distinctive styling of the 1957 Mercury is marked by its low line, though headroom is 2 in more

FORD have always coveted G.M.'s dominance of the medium-price field—with their Buicks and Oldsmobiles—as much as they have Chevrolet's lead in the low-price field. Henry Ford brought out the Mercury in 1939 to get a cut at this gold mine, but the share has been much too small up to now. The new '57 Mercury represents by far Ford's most concerted—and costly—gamble for this market.

The result, in style, is almost breathtaking. Detroit has been thinking about this visored rear window treatment for a long time, but nobody had the nerve to try it. When this "optical lengthening" feature is combined with an overall height of 56½ in (4 in lower than last year)—well, you may judge for yourself.

There is also plenty to interest the technically minded. The chassis is all new. The frame X-member has been removed and the side rails flared out between front and rear wheels, to bring the floor level below the tops of the rails on a "foot-well" construction. This gives more foot room and 2 in more headroom. The drive shaft has been tapered toward the rear and the hypoid rear axle pinion slung lower to reduce the height of the rear compartment tunnel (which is still quite high).

The new suspension is interesting. The front A-frames have been swept back and slanted downward (at normal load) to the extent that front suspension geometry is now somewhere between that of regular lateral links and trailing arms! There is a substantial rearward movement of the wheel as it moves upward—this is said to reduce steering shock. A unique feature of the rear leaf suspension is the insulation of the front spring eye from the frame by two doughnut-shaped air cushions. Mercury engineers say that about 80 per cent of the road shock and drive line vibration from the rear suspension is telegraphed to the body through this point; they figured that effective insulation here would pay off. The "doughnuts" are 6 in in diameter with a 1½ in section, and are filled with air at atmospheric pressure (sealed). New 8.50 x 14 tyres, inflated to 22 p.s.i., complete the "feather-bed ride." (Incidentally, the switch to 14 in wheels did not aggravate Mercury's braking problem; they stuck to their 11 in drum size, increased lining width, and have managed to increase total lining area from 191 sq in on the '56 models to 233 sq in on the larger '57s.)

In the engine room, probably the most interesting feature is the on-and-off cooling fan control. Design details are not available as this is written; but, basically, it is a thermostatically controlled hydraulic coupling, using a silicone fluid. Time will tell if it's a practical gadget, but Mercury

engineers are claiming up to 17 b.h.p. savings on the road.

In addition, Mercury has adopted Lincoln's temperature-controlled air intake system. This has the air fed to the filter through a "Y" duct system; one branch takes in cold air from the grille compartment and the other pulls the air over a muff on the exhaust manifold. A thermostat flap valve in the junction of the two branches vents warm air from the exhaust when temperature drops below 65° F, and cool air when it goes above that. It works quite well (though its value as a sales point in our market is questionable). Other engine features are vacuum-centrifugal spark advance (in place of the former all-vacuum deal), paper air filter, improved low-height carburetors, and "hotter" camshafts.

A major sales feature in all Ford and Mercury lines this year is an optional

high-performance engine. The sales boys have found that these go over big—a high horsepower rating, "racing" cam, challenging nameplate, and a nice, stiff price tag! Mercury is booming the Turnpike Cruiser engine this year, after their recent show car. Actually it is a de-tuned 368 cu in Lincoln V-8. They rate it 290 b.h.p. at 4,600 r.p.m., 405 lb-ft of torque, on 9.75-to-1 compression ratio and four-throat carb. The standard V-8 is basically unchanged from last year, with 312 cu in, 9.75-to-1 compression, and rated 255 b.h.p. at 4,600 r.p.m. Incidentally, the Lincoln engine weighs 150 lb more than the standard Mercury. I wonder if that will have a detrimental effect on handling? And it is also significant, with the high-torque engine available, that Mercury is offering an optional rear axle ratio of 2.91 to 1 for use with the three-speed torque converter (basically unchanged from last year).



I RAN across an interesting gimmick the other day that has been developed by the Buick experimental engineering department. One of the tougher problems facing automobile engineers for the last forty years is how to duplicate—in the laboratory—actual operating conditions on the road.

The Buick boys have taken a big step in the right direction with a portable device that will record engine operating conditions on a moving tape while the car is being driven; then a cor-

responding "receiving" device in the laboratory can be rigged to pick up the signals from the tape and actually control the variables on a dynamometer engine in the exact sequence that they were recorded. Such operating variables as throttle opening, r.p.m., water temperature, oil temperature, inlet air temperature and fuel rate, can be recorded and re-run. Thus we can theoretically duplicate a trip across town—or across the country—right on the test bed. One of the early experiments with the instrument was to record several operating variables for the 65-mile trip from the Buick factory in Flint, Michigan, to Detroit. Worked like a charm, I hear. Certainly this new magic box will be an important research tool for the development of tomorrow's passenger car.

MORE items: Ford claimed their safety theme in the 1956 model advertising had been successful, but that "... our competitor's (Chevrolets) successful exploitation of performance as a selling point led us to increase the emphasis on performance in Ford advertising. . . ." All industry men were evasive when questioned whether or not the companies planned to con-

tinue horse-power increases. The customers will obviously decide that. G.M. executives tried to excuse 250 b.h.p. engines in family cars by admitting that up to 40 per cent of the advertised power may be lost to engine accessories—silencers, fans, hot intake air, refrigeration compressors, power steering pumps and the like. It was stressed that overtaking is bound to become more risky as traffic density increases (which it is doing at a rapid rate all over the world), regardless of a car's potential acceleration. Ford have lost \$800,000 on various optional safety accessories, in an effort to sell the theme to the public by keeping prices low.

THE Eclipse Machine Division of the Bendix Corporation has just announced a radical new electronically operated fuel ejection system for cars; they are pounding the streets of Detroit right now trying to sell the idea. It looks pretty good on paper. Basically, the system injects metered shots of fuel into the inlet ports on each suction stroke—and, in this respect, could be considered somewhere mid-way in the evolutionary strain between G.M.'s relatively crude, continuous-flow set-up for Chevrolet, and the classic "Bosch" system, where the metered shots of fuel are injected directly into the cylinder.

But the Bendix system has an added feature: The shots of fuel are not injected to each port through separate tubes from a central distributing pump. Individual metering valves are built in unit with the injector nozzles at the ports. These are simple, solenoid-operated valves, and the amount of fuel injected is a function of the length of time the valve is held open. A fuel pressure of 20 p.s.i. is maintained in the lines leading to each injector unit.

The heart of the system is a small transistor-equipped, electronic control box, measuring roughly 4in by 5in, which combines the signals from several sensing devices to control the electrical impulse fed to the injector units (and thereby control the flow of fuel). The basic mixture control is a function of the pressure differential across a venturi through which the engine air is drawn; this, in turn, is a function of the mass air flow rate—and is the logical parameter to use for fuel feed.

Full-throttle mixture enrichment is through a sensor responsive to manifold pressure; acceleration enrichment is from a sensor on the throttle shaft; the idle mixture is controlled by another sensor on the throttle shaft; choking for cold starts depends on a thermostatic sensor in the water jacket; fuel feed is cut off on the overrun by a sensor responsive to high manifold vacuum; and there is even a special aneroid sensor that automatically compensates for altitude changes!

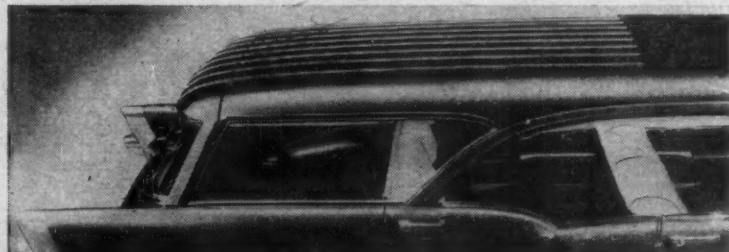
The little box correlates all these various signals and gets its signal to the injector units in a fraction of a millisecond. Actual timing of the injector pulses is accomplished through a small wafer unit that fits in the ignition distributor and has a set of breaker points; this device times the impulse from the control box with the desired point on the suction stroke of each cylinder.

This would seem to be the most practical, inexpensive and functionally efficient layout yet available for car applications in this country. It solves two especially

tough problems common to conventional injections systems where metered shots of fuel are injected from a central distributing pump: (1) with individual metering done right at the nozzles—merely a function of the length of time a valve is open—low fuel pressures can be used; this means large orifice passages and a much less critical fuel filtering problem; (2) with a constant fuel pressure maintained right up to each injector nozzle, there are no perplexing inertia and surge problems that you get when you have intermittent, high-pressure fuel flow in long, flexible tubes. These could both be vital factors in the future of fuel injection in the cost-conscious American industry.

As it is, it would appear that Bendix' biggest problem right now is price, but their engineers already are talking in terms of costs competitive with dual 4-barrel carburetors and manifolds in volume production. They emphasize that no close tolerances, pump drives or high-pressure metering equipment are needed. I think they're dead serious about selling Detroit—or as much of Detroit as possible—on this gimmick for some 1958 models! We'll see.

THE faithful old oil-bath air filter is on its way out in America. When stylist Raymond Loewy was given pretty much a free hand on the 1953 Studebaker bodies he got the hood line so low that



Novel roofline accentuation in the latest Buick—the estate wagon Century Caballero, with optional "hardtop" styling. The pillarless door is an interesting development

they couldn't get the regular oil-bath filter above the Vee-8 engine. Rather than compromise the body lines, Studebaker commissioned the Fram Corporation to develop some sort of dry-type filter that could be mounted horizontally to one side of the engine, connected to the carburettor by an elbow. So Fram came up with a cellulose paper-base element that was more or less porous and filtered solids out of the air.

In fact, the new filter proved to be more efficient than the former oil-bath layout, which draws the air across an open pool of oil (where some dust is trapped) and then through an oil-soaked mass of steel wool or some metallic material. An important point in favour of the paper filter was that the efficiency didn't drop off so fast as it loaded up with dirt. It was cheaper, too, and it could be cleaned by merely shaking it out. But the shaking didn't do a 100 per cent efficient job of getting dirt out of the element; it was necessary to replace those early paper filters every six months—at a dollars-and-cents cost to the car owner.

A lot of progress has been made in the last two years, and it looks now as if they are ready to bump oil-bath filters out of the picture for good. About half

of Detroit's 1957 models will feature the new paper filters. Elements are now good for 20,000 miles, or from one to two years. The whole deal is light, simple to build, cheap . . . and that last item is reason enough for Detroit to go for anything!

ECONOMISTS over here have been warning for years about our rapidly depleting crude oil reserves. The pressure to develop other basic energy sources has not been as intense in America as in some other countries, of course (Britain included); but we have been working quietly here. An interesting article in a recent issue of the *Wall Street Journal* reports rapid progress over here on the problem of extracting oil from shale. (Shale is a very dense sedimentary clay, some forms of which are inflammable and contain a considerable concentration of natural petroleum that literally can be distilled out.) Scientists have been taking this oil from shale for years in the laboratories, and I understand there is a certain amount of commercial production in Scotland. Over here the big problem has been to devise some extraction process that would bring the cost per barrel into competition with oil pumped from the ground (when you include the ever-increasing cost of locating and developing these liquid oil reserves, which is rising).

Dr. Charles Prien, one of our top shale

oil technicians, predicts a shale oil industry in America within five years. Practically all the big oil companies—Standard, Gulf, Cities Service, Pure, Shell, Texas, Sinclair—have substantial holdings of oil shale land and prices per acre of good shale property have doubled in the last five years. If and when we can get a practical volume process for extracting the oil, America's oil reserves are going to sky-rocket overnight. In the state of Colorado alone, presently known shale deposits would yield an estimated 125 billion barrels of oil—or some forty years' domestic well production at the current rate! In fact, it is well known that the bulk of the world's oil reserves are dissolved in clay.

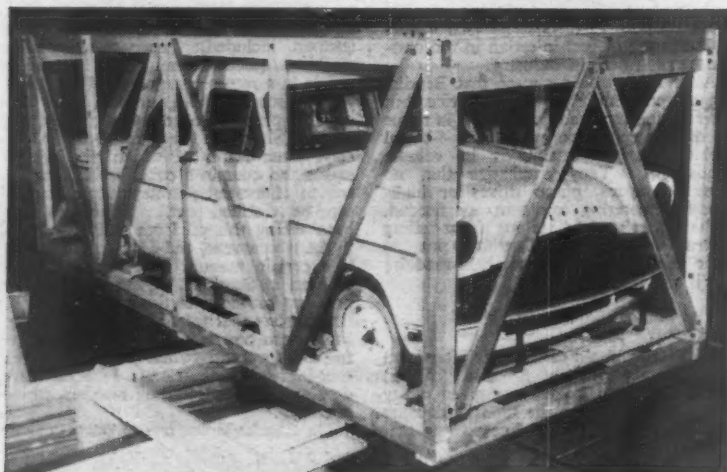
Extracting the oil from the clay is mostly a matter of breaking up the shale into globules of various sizes and applying heat efficiently so that part or all of the petroleum is vaporized out and condensed. There are more than 2,000 patents on file over here now for doing the job. Just what the final answer will be . . . well, only time will tell. At any rate, I don't foresee the world running out of oil within the next six months—Nasser notwithstanding!

R. H.

DELIVERING THE GOODS

IT is one thing to book overseas orders for British cars, but another to deliver them; the shipping problem has been accentuated in recent weeks because the Suez crisis caused the Government to take over some shipping, but the underlying difficulty has been causing our manufacturers a deal of trouble for a much longer period than that.

The unpacked car is a very difficult load for the shipper—one cannot place other goods on top of it; it cannot be subjected to crude forms of loading and unloading; its specialized handling causes delay in port; and it cannot go on deck without risk of deterioration. Such a delicate cargo has to compete for ship space with goods which give greater monetary return



Crating a Ford saloon for shipment to the American West Coast. The sides remain a skeleton structure, but the top is boarded in so that the crates may be stacked

to the shippers through more economical use of space.

To secure priority for cars, the shipping rates to be paid would be likely to price a car out of its market; as it is, the shipper meets the car manufacturer's difficulties as best he can—but he is in business, and must look after more lucrative and easily handled cargoes as well.

It is estimated that to crate a medium-sized car sufficiently securely to enable it to take its chance in mixed cargo would cost £20 or £30, and the crates would have to be virtually written off, for it would not be economical to bring them back.

One approach to the problem is by special charter of ships to carry cars to overseas markets, and here the question of securing a cargo for the return voyage may make the difference between success and failure.

An ingenious crating idea has been put into operation by the Ford Motor Co., Ltd., at Dagenham. They have devised and tested successfully skeleton crates with boarded-in tops which can be stacked up to five deep in a ship's holds, and topped off with a final layer of uncrated cars.

Already a ship is on its way to Los Angeles with 600 Ford models loaded in this fashion. The readiness of manufacturers to co-operate in such ventures is shown by the fact that in a space above the crates insufficient for saloon cars, 120 M.G. As have been added to the cargo.

Rootes Group, too, are speeding the loading at Birkenhead of a specially chartered ship to carry between 200 and 300 Hillman Minxes and Sunbeam Rapiers to Vancouver, to ease the long Canadian waiting lists.

Here and There on the Roads

THE first mile of the Cromwell Road extension, from Hammersmith to Chiswick Lane, has been opened to westbound traffic. Two carriageways, each with three lanes, have been constructed, but until completion of a central fence it is not considered safe to use both the tracks. It is expected that the east-bound half will be in operation by December. The cost of the section was more than £750,000.

The road is restricted to 30 m.p.h. It is signposted to Richmond and Twickenham, and the Ministry of Transport do not recommend motorists to use this initial stretch to reach the Great West or North Circular roads.

Coinciding with this opening, a question about the Hammersmith flyover was asked by Mr. Gresham Cooke in the House of Commons. The Minister of Transport made a guarded reply: the possibility of an early start was being considered. It will be recalled that the British Road Federation's recent report concluded that the roundabout was inadequate for the present and would be even less adequate by 1959 when the Cromwell Road extension is expected to be completed.

A "Rotapark" is one of the schemes submitted for a site in London north of Southwark bridge. It is sponsored by Lex Garages, Ltd., who claim that it would hold 3,500 cars, housed on ten floors, but would occupy not much more than 1,000 square yards of ground space. Each floor would rotate under

electronic control round four central lifts, like a lottery board, and the desired car could be brought to the exit. In case of failure, it could be operated manually—a fact which would perhaps be appreciated by late-night users of the rotapark! The plan is awaiting approval by the L.C.C., and a decision is expected by December 1. One of the advantages of this type of accommodation is the cost, which is economic in comparison with multi-storey garages attained by ramps. Charges cannot be estimated at present, but a scale on the basis of a fixed amount for the first two hours, and an additional charge for extra time, is favoured. The whole rotapark could be operated by a staff of two, one person in addition to the controller. The latter merely works the button to start the automatic process, bringing into position a "parking dolly" which collects the car on two prongs. The authorities insist that it must be possible to empty half the garage in 30 minutes in case of emergency, and the designers are working on this requirement.

THERE is to be an enquiry into the Peak District National Park on November 6 at Bakewell, in Derbyshire. The main bone of contention is a proposed by-pass of the town which is intended to relieve A6 (the Manchester-Derby road) of an overload of traffic. In fact, it is argued that congestion is serious only on bank holidays, and the plan is opposed by the urban council and other bodies who fear that the town's attractions may be spoiled.

THE Great North road has long been

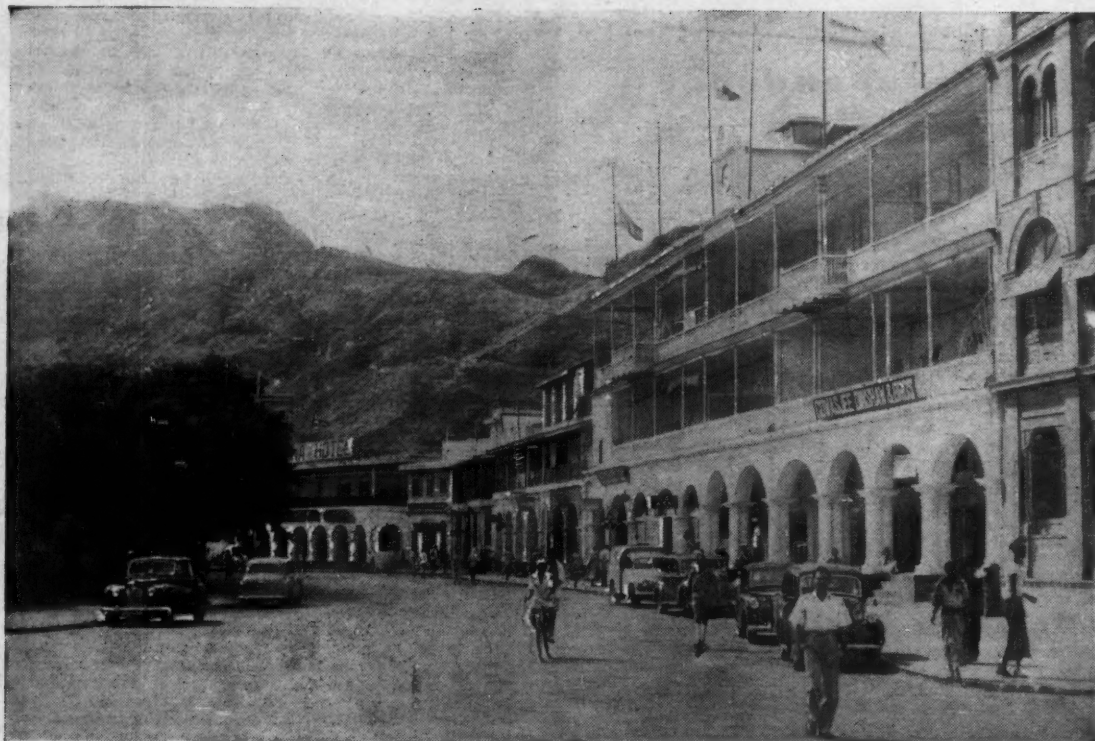
one of England's arterial disgraces, particularly in its upper reaches. Mr. Harold Watkinson intends to double up all single, two-lane carriageways; at a later date twin tracks will replace the present three-lane sections. Also in the House of Commons the Minister of Transport was asked about urban motorways, but his reply was not encouraging. Plans for relief of city congestion so far did not encompass such roads.

The Government does not intend to re-introduce price control on petrol.

Criticism from outside Parliament has come from two Standing Joint Committees. One, the Metropolitan Boroughs', wants the parking-without-lights regulations amended, on the grounds that they are dangerous and have encouraged more drivers to leave cars in the streets. The second committee, that of the R.A.C., the A.A. and the R.S.A.C., was gravely dissatisfied with progress of the Governmental road programme.

THE A.A.'s thoughts have turned skywards in their latest device to aid flying navigation. The numbers of road telephone boxes are to be painted on nearby ground, in yellow with a blue background, in letters five feet long.

THE prefect of police in Paris feels that meters would be a much better solution to the city's problem than a ban on parking in the centre. The plan for installation received the blessing of the consultative traffic committee recently.



BRITISH CARS in the picture—Austin, Humber, Morris and Standard, for example—strike a homely note, but it is belied by the attire of the natives and, in the background, the sun-baked rocky hinterland of Aden. This photograph by a reader shows The Crescent, a popular shopping centre with, apparently, little parking difficulty

Correspondence

A Matter of Price

Query on Accessories at Earls Court. In your Show Report issue the stand-to-stand review of accessories did not mention prices, which is the most important point about anything to many of us. They seem to have some most interesting fittings. Weybridge, Surrey.

MOTORIST.

[Many exhibits in the galleries are not available for direct sale to the public. Of the accessories which motorists can buy, a proportion at the Show are new and often the price has not been settled. But the main difficulty is that the necessarily brief paragraphs often allude in general terms to a firm's exhibits, saying, for instance, that mirrors of all kinds are exhibited. There would hardly be room for details and prices of all the individual items. Even so, we will see what can be done in future.—Ed.]

For Triumph Roadsters

Move to Formation of a Club. Through your columns, may I address other owners of Triumph 1800 and 2000 Roadsters? Some I know by sight already, and with one or two I have discussed the way rain seeps in through my windscreen.

I thought I might find the answer to this common windscreen trouble, and other odd items of interest about my 1800, from the Triumph Sports Car Owners' Association, but my application to join was refused—only TR2 or TR3 owners are eligible for membership. Surely the 1800 is a sports car—my insurance company certainly thinks it is!

But if the Standard Motor Company prefers to forget one of its earlier models, why should we who own them? These cars have a distinctive appearance, and are usually well maintained by proud owners. They have a number of faults and other owners, like me, have probably solved their particular troubles.

Opinions expressed on these pages are those of our correspondents, with which The Autocar does not necessarily agree. Letters intended for publication should be addressed to the Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1.

The exchange of this sort of information is best made through a club, with its own reports for owners of these cars. Is there an owner with sufficient time to organize an 1820 Car Club? London, S.W.18.

B. E. PAUNCEFORT.

Aintree Disapproved

G.P. Protest by "Biased Southerner." May I protest against locating the 1957 G.P. at Aintree?

Let me admit that I am a biased southerner—but let me also make the point that Silverstone is not a bad centre of gravity of England (if not of Britain!) whereas Aintree is nowhere near the C. of G. of anywhere!

I believe that the Aintree circuit is universally disliked by G.P. drivers and, to complete the picture, the circuit was described to me by a Liverpoolian in the Silverstone pits last July as "—that filthy backyard dump."

Harwell, Berkshire.

E. R. WIBLIN.

"Why Not Goodwood or Oulton Park?" With regret I read that the British and European Grand Prix is to be held at Aintree next year. This circuit is completely flat, all the corners are artificial, the facilities are bad, and it is situated in a most unpleasant quarter of Liverpool, reached after driving through what must be one of the most unpleasant slums in the country. From the spectators' point of view, the racing all takes place at a considerable distance, and the view of the circuit is obscured by sundry fences and buildings connected with the steeplechase circuit.

As opposed to this, Silverstone is pleasantly situated in the middle of the country within easy reach of both London and the Midlands, from whence come the greater proportion of motor racing competitors and enthusiasts.

Correspondence

If it is considered a change of circuit is necessary, surely then either Goodwood or Oulton Park, which have far more natural circuits, would have been a better choice. I would, therefore, ask that the matter should be reconsidered and that the venue of next year's Grand Prix should be changed. Aintree is the only circuit which I have ever left feeling that I did not want to go back. I would point out, finally, that the entries for the meetings there this year have been poor both in quantity and quality and that the spectators' attendance has been no better—surely ample evidence that the circuit is not popular.

Barnet Green, Worcestershire.

MIKE LARKAM.

Target for America?

Five-Point Specification. I read with interest and delight your report of the road test of the Volvo PV444 California saloon. I have inspected this sturdy car and I think that its makers have filled the gap between the too-small (for more than two persons and their luggage) Volkswagen and our nose-heavy Detroit machinery.

Regardless of your reporter from Detroit, there are many in the U.S.A. and Canada who consider extreme acceleration and the ability to achieve one hundred miles an hour a very poor sixth, at best, in choosing a family car.

In this minority group, which is most certainly larger than most probably you believe it to be, we want the following in our family car, and expect the makers to build-it-in in standard form:

1. Safety, mainly in adequate and sustained braking power.
2. Robust construction, and its resulting dependability and freedom from grief.
3. The ability to cruise indefinitely at a true 60 to 70 miles an hour.
4. Good roadability, with comfort on poorly surfaced roads.
5. Adequate room for four adults and a moderate amount of luggage.

Your road test of the Volvo indicates that we are at last able to purchase such a car for approximately \$2,000 in New York City.

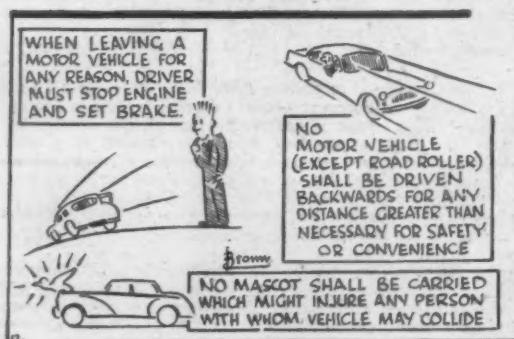
New York.

BERNARD KAYE.

New Parking Problems

Snags of "Who Was the Driver?" New amendments to the Road Traffic Act relating to parking are full of all sorts of difficulties. The police now have the power to find out the identity of the driver of a car involved in a parking offence without waiting for the driver to return. They no longer need to "catch him in the act." But how is the new system to operate? Presumably when a policeman finds a car illegally parked he will take the number, and thus get the name of the owner from the local licensing authority. Presumably the police will then write to the owner asking him to say who was the driver of the car at the time of the alleged offence. But what happens if the owner refuses to reveal this information? Can the police proceed against the owner on the assumption that he was the driver of the car, even though there is no evidence that he was? Will there be a penalty for owners who refuse to reveal to the police the name of the driver at the time of the alleged offence?

DO YOU KNOW THE LAW?



NEW BADGE—and a rather exclusive one—is that of the Siamese Cat Club, which recently adapted its stationary emblem to car badge use. One of the first of the badges will soon be seen in Malaya, on the car of a member who recently visited this country

Let us suppose that there is. Let us suppose that the owner was the driver of the car when it was illegally parked, and is compelled by law to admit this when the police write to him. If he appears in court and pleads not guilty to the offence surely the police will not be able to produce his letter of admission in evidence against him? If the police are able to produce this letter as evidence, then what has happened to the legal principle that no man can be compelled to give evidence against himself?

If the police are not allowed to produce this letter of admission and have no other evidence that the owner of the car was in fact the driver, then their case collapses. The police cannot call the owner to the witness box and ask him if he was the driver when the car was illegally parked because, once again, no man can be compelled to give evidence against himself. It would be interesting to hear from the Ministry of Transport just how it plans to enforce the new amendments.

London, E.C.4.

P. KNIGHTLEY.

Dunkirk Ferry

456 Miles Up in a Minor. I was interested in the correspondence on the Dunkirk Ferry (Sept. 28, October 12), and agree with G. R. Volkert regarding the advantages of the night ferry. This spring we travelled from the North of England to Dover, a distance of 300 miles, reaching the port comfortably before 10 p.m. We slept well and were en route next morning at 5.30 a.m. (a little later than is usual). We breakfasted at Rheims, lunched by the roadside and were looking around Basel about 5.30 p.m. In Rheinfelden, 456 miles from Dunkirk, we settled for the night at 7.30 p.m., having parked our unfaired little Morris Minor outside the hotel.

Croft, Lancashire.

D. M. FREEMAN.

Road Code

Before the Days of Cars. In a little old family magazine dated 1850 I found the following:

The rules of the road are a paradox quite:

In riding or driving along,
If you keep to the left, you're sure to go right,
If you keep to the right, you go wrong.
But in walking the streets, 'tis a different case,
To the right it is right you should bear;
On the left should be left enough of clear space
For the passengers you may meet there.

What a contrast our crowded highways present to the placid roads of the days for which the little rhyme was intended to afford guidance.

Fraserburgh, Aberdeenshire.

CHRISTIAN MILNE (MISS).

Pillarless Screen

Delage Line Twenty Years Ago. I was interested to see in your Paris Show report (October 12), pictures of the Farina body without screen pillars. This is an undoubted aid to safe driving, but it is hardly new. Readers who have been taking *The Autocar* for as long or longer than I have, might like to turn to page 652 of the October 9 issue 20 years ago, to see exactly the same thing on a Delage by Labourdette. Nothing new under the sun, I suppose.

Billingshurst, Sussex.

MICHAEL FROSTICK.

Solex for service

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You're better off with a Solex because:—

Each phase of its design automatically ensures the correct balance of petrol and air required by differing engine demands, BUT you can't get the best out of your Solex if it is worn. Our pamphlet 'Your Carburettor' explains why.

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there is a specially designed Solex equipment for nearly all makes of engine.

A Solex Carburettor, made, fitted and tuned in England, may have to operate anywhere—at temperatures ranging between +200°F to -50°F and at heights from Sea Level to 10,000 ft. or more.

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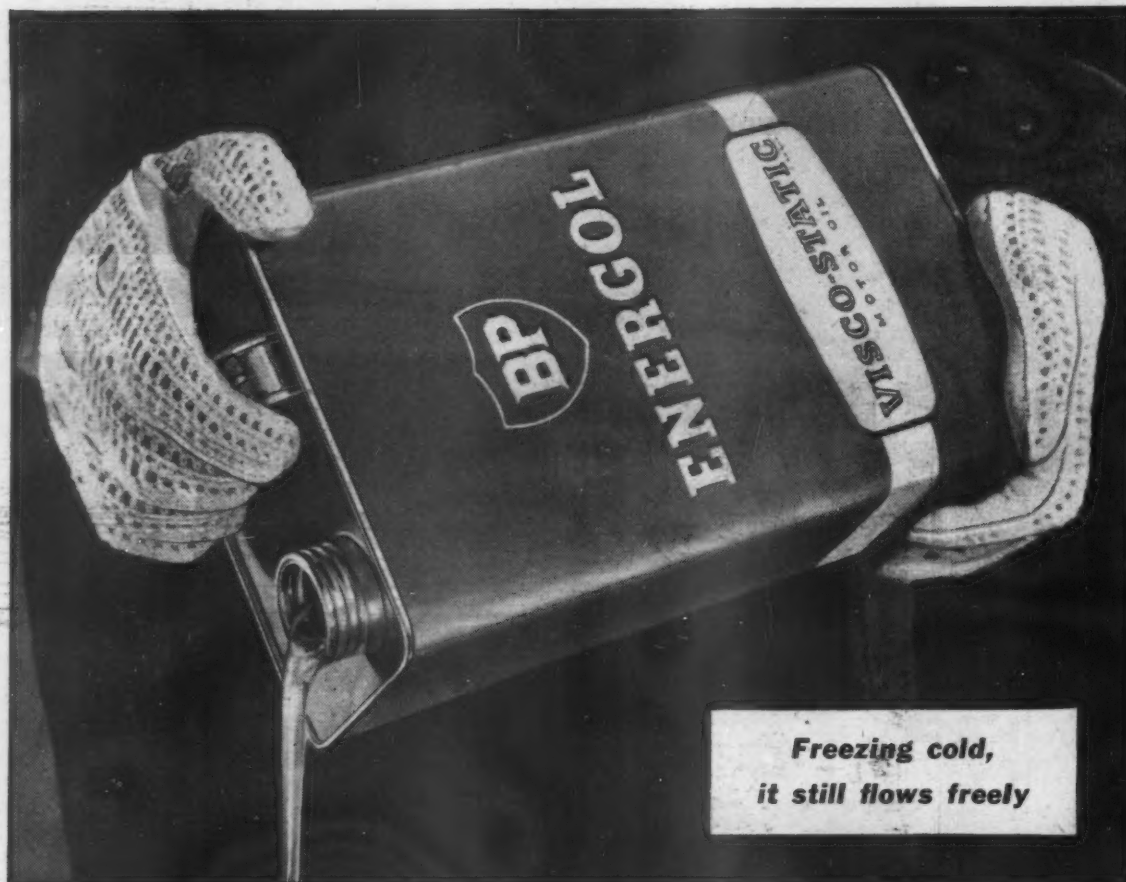
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*Quote letters and numerals on Float Chamber or rim of air intake if a Solex



Change to
BP Energol 'Visco-static'
 MOTOR OIL
 and your engine won't feel the cold

ON THOSE chilly mornings when other cars get temperamental yours will start like a bird—if you change now to BP Energol 'Visco-static'. Even in freezing cold this oil flows freely, cuts down oil drag, and gives immediate lubrication. You'll get easy starting, better performance and up to 12% saving in petrol.

And remember BP Energol 'Visco-static' is not just a thinner oil

but a different kind of oil for use all the year round. Frosty mornings or full summer heat it always maintains sufficient thickness for adequate lubrication. Tests with the radio-active wear detector prove 80% less engine wear with this oil. If your motor-car engine is in good condition and an oil from the range SAE 10W to SAE 40 is the normal recommendation, ask for BP Energol 'Visco-static', at any

garage where you see the BP shield. Sold only in sealed containers.

HOW TO CHANGE

Don't mix BP Energol 'Visco-static' with other oils. Have your sump drained and then filled with it. If you have not been using a detergent oil, run for 500 miles, then drain again and refill. Regular oil changes should then be as the makers of your car recommend.

The oil proved to give 80% less engine wear



THE BRITISH PETROLEUM COMPANY LIMITED

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NEW CARS DESCRIBED



Unicar— Under £400

The new Unicar has a neat and businesslike appearance. The wide doors have sliding windows, and there is excellent visibility over the low sloping bonnet.

A PROMISING addition to the growing ranks of miniature cars is the Unicar, a four-wheel, two-seater saloon now in production by S. E. Opperman, Ltd., of Boreham Wood, Hertfordshire, and marketed at £399 10s, including purchase tax. The manufacturers claim for it a maximum speed of 60 m.p.h. and a fuel consumption of 55 m.p.g.

The basis of the car's structure is a moulded, resin-bonded glass fibre platform with a sheet steel stiffener at each side. An integral, central tunnel directs cooling air to the rear-mounted British Anzani, 322 c.c., twin-cylinder two-stroke engine (15 b.h.p. at 5,000 r.p.m.). To this platform are attached the body members—all of which are glass fibre mouldings—to form a rigid shell.

Front suspension is independent by unequal-length wishbones and combined coil spring-damper units. A Burman worm-and-nut steering gear operates a three-link track rod. Trailing arms support the solid rear axle shaft in spherical bearings which permit some tilting of the axle, as governed by a torsion tube joining the two arms. There is a single, centrally

placed coil spring damper unit, and drive is by an exposed roller chain from the three-speed and reverse gear box. As there is no differential the rear track has been narrowed. At 3ft it is 1ft less than the front track. Brakes are Girling mechanical with 6in diameter drums, and the pressed-steel wheels carry 4.50 x 12in tyres.

There is ample head, leg and elbow room for two and the seat is adjustable. The floor-mounted gear lever works in a quadrant, the dash is covered in P.V.C. and below the wheel is the flashing indicator switch.



Finish, both internally and externally, is very good, bearing in mind the competitive price. The tubular framed one-piece seats are of the hammock type and upholstery is in a washable plastic. Behind are two boxes with padded and upholstered lids—one concealing the 12-volt battery and the other the tools—which could be used by children. Between is a removable cover for access to the engine.

In the nose there is further stowage space beyond the footboard where the spare wheel is also housed, but this can be reached only from within the car. Weight of the car dry is 6½cwt.

Driving in Mist and Fog

THE possibility of using infra-red ray illumination to enable drivers to carry on in fog and mist is discussed here by a contributor who outlines methods used by the German armed forces in the later stages of the war. It should be remembered that the topic is academic, since no equipment of the kind is known to be on the market, and in any case it would be almost certainly so expensive as to be economically impracticable, bearing in mind how seldom fog or mist stops essential traffic even in times of peace.

A practical disadvantage of the scheme outlined, in use on the heavily trafficked roads of this country, would be the difficulty of co-ordinating observation—necessarily at a close, fixed distance—of the fluorescent screen of the device, with normal observation of what is visible through the windscreen.

A nightmare for road users is the necessity to drive through mist and fog, and more particularly where strict time schedules must be maintained. Often there are intermittent slow-downs, and

attempts thereafter to speed up frequently result in accidents.

The use of infra-red emulsions for photographic purposes in penetrating fog and mist was well known in pre-war years. The adaptation of this to provide infra-red "sight" first came into use in Germany in the late war period to provide vision in fog, mist or smoke. This took the form of a picture-converting tube which contained a screen sensitive to infra-red and capable of emitting electrons, an electron lens system to focus the electron stream, a fluorescent coating upon which, through the agency of a lens, the image was formed, and a lens system for viewing the final image.

An infra-red sensitive coating of a transparent caesium compound was used at one end of the picture-converting tube; when infra-red light struck it electrons were emitted. A fluorescent-coated screen was used at the end of the tube facing the observer, and on this the image being viewed was formed by an electron lens. Light entering the tube at its forward end was passed through a red filter to exclude

normal illumination and prevent damage to the caesium compound.

The image seen by the eye appeared in its normal size at a fixed distance only—15cm from the eyepiece; this introduced an evident difficulty in a moving vehicle.

Illumination of the road in front was provided by a powerful source of infra-red rays (100 or 200 watts) mounted on the vehicle.

One of the problems which had to be solved was the provision of a source of very high potential to the electrodes of the tube, to give a bright picture on the fluorescent screen and ensure bringing the electron focusing circuit into satisfactory operation. This was done by a combination of vibrator and coil which gave direct current of 6,000 and 8,000 volts.

It was claimed that the apparatus clearly revealed the road ahead for at least 100 yards irrespective of the deterioration in normal vision, that objects were discernible up to distances greater than 200 yards, and that vehicles could be driven at their normal speeds.

A. G. AREND.

Moorish Invasion

A JUDICIOUS selection of moorland hazards made it quite certain that the Sheffield and Hallamshire's High Peak Sporting Trial (a B.T.D.A. event), on October 28, should provide no clean sheets. The first three places went to London M.C. members; there were nearly thirty starters, and the weather turned wet after the lunch break, which made life horrid for the spectators. Competitors gradually became unrecognizable behind the spattering of peat mud.

The first selection of hills was a mile or two from Bamford, west of Sheffield. Amongst them, Old Lees 1 was the most interesting, because it was just about climbable, thrusting up through heather, outcrops and bracken to a clay shoulder at the very top. H. R. Smart, coming up first, forced his B.S.T.2 up to section five. T. C. Harrison's Harford made section eight with the aid of excellent throttle control, and B. H. Dees, with a bounce of the front wheels and a burst of engine on the clay, reached the top with two inches to spare. In the morning sun on the other side of the valley, car after car buzzed at Gruby's, but few were reaching the higher green pastures of the observed section that lay beyond a mudsplash.

On Cotterill 2, the markers forced the cars so near to the wall that this was a tricky section; Cotterill 1 was mountain grass, dry and slippery in a cold wind and proving too much for J. F. Mitchell's Grimford, which stuck halfway up with what sounded like a gasket going. The horror of the group was Greenhope, an affair of ruts in the green with a leftward swerve almost immediately. But Chappell, the ultimate winner, forced his maroon and blue S.C.C. up to the fifth marker.

A test and two more observed sections brought the cars back to the road again for Sampson's Farm, over near Bradfield, where three observed sections made a stringent test.

The first was a woodland meander of a few score yards into a mudhole; the second a watersplash and out into a meadow; the third a hummocky, heathery track with plenty of rocks.

Down in the woods the mudhole was also a hairpin. The first car had reached the second marker. The second reached the third, and then one car went right down into the mud, buffalo-fashion. Even so, competitors were game to the last: T. C. Wise tried a gentle entry, blipping

the throttle, but the front wheels sank to the hubs and that was that.

Up on the hill the dry conditions made life easier, though Reg Phillips' passenger wore an agonized look as she bumped, voluntarily as well as involuntarily.

Jack's Lane, after lunch, was a reasonable proposition, a stone-bedded track by a wall with a thin layer of liquid mud and a deep transverse gully just after the getaway.

Canyards and its twelve observed sections proved the ultimate. The terrain is a jumble of hilltops through which a route can be devised with all the writhings of a demented python. And it rained. . . .

It was a kind of Dante's Inferno with the thermometer in reverse, for tortured trials specials were visible wherever one looked, mostly sliding backwards downhill. Back in the warm tap-room of the Old Horns, at High Bradfield, results were available very soon after the last man had swum in.

PROVISIONAL RESULTS

Best Performance (High Peak Trophy): R. Chappell (S.C.C. 1.172), 215 marks.

Runner-up (Beeston Trophy): B. H. Dees (P.A.B. 1.172), 201 marks.

Third Place (Needham Trophy): G. J. Newman (Canon 7 1.172), 200 marks.
4. R. W. Phillips (Fairley 1.172), 196; 5. J. C. Broadhead (G.C.B. 1.172), 191; 6. J. Ackland (Harford 1.172), 190; 7. E. J. Chandler (Chandler 1.172), 188; 8. P. Harrison (P.H.I.X. 1.172), 187.

Team Award: Chappell, Dees, Newman. Best S. & M.C. Member: Phillips. Special Awards: Phillips, Broadhead, Ackernley.

ENTRIES FOR BRIGHTON

ON Sunday the R.A.C. Veteran Car Run to Brighton will start from the Serpentine Road in Hyde Park, London, at 7.30 a.m.; cars will assemble at approximately 7 a.m. and will be sent off in pairs. The route and approximate time-table is (cars should not pass earlier than the first time given in each case, but many will pass later than the second time):

Westminster Bridge (7.37 a.m. to 8.25 a.m.).
Lambeth Town Hall (7.45 a.m. to 8.35 a.m.).
Streatham Station (7.53 a.m. to 8.40 a.m.).
Thornton Heath Pond (8.02 a.m. to 8.50 a.m.).
Purley By-pass (8.15 a.m. to 9.10 a.m.).
Redhill Cross-roads (8.38 a.m. to 9.45 a.m.).
Salfords (R.A.C. Box 267) (8.44 a.m. to 9.55 a.m.).
Povey Cross (8.56 a.m. to 10.10 a.m.).
Lowfield Heath (9.00 a.m. to 10.20 a.m.).
Crawley By-pass (9.05 a.m. to 10.25 a.m.).
Haincross Cross-roads (9.23 a.m. to 10.50 a.m.).
Bolney Cross-roads (9.38 a.m. to 11.05 a.m.).
Pyecombe Post Office (9.56 a.m. to 11.35 a.m.).
Brighton, The Pylons (10.02 a.m. to 11.45 a.m.).

As usual, drivers of modern cars are urged not to crowd the Veterans, to keep out of their way and allow them room to build up the all-important momentum with which to climb hills, and to bear in mind the fact that Veteran brakes are not good.

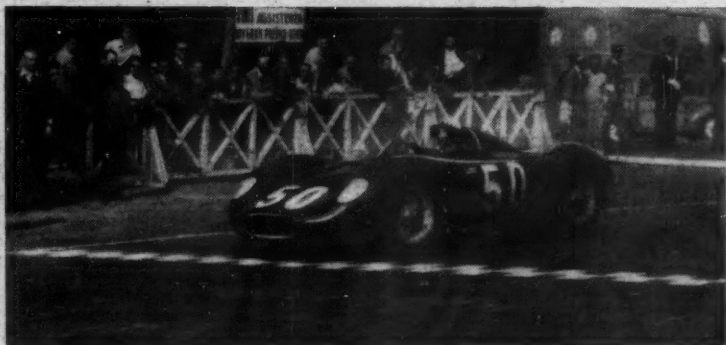
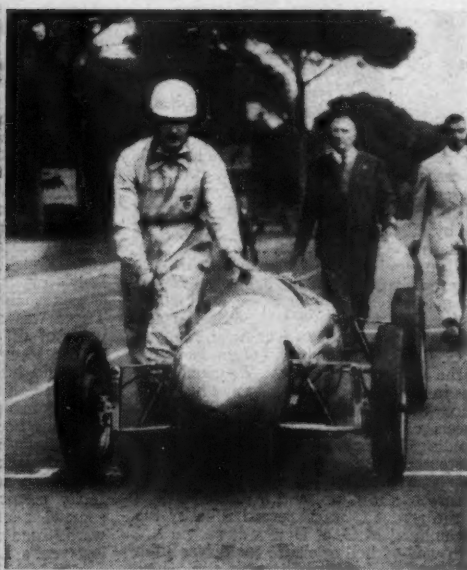
The list of entrants is:

- 1895
1. Panhard-Levassor (R. Prendes, Spain).
1896
2. Arnold Motor Carriage (E. de W. S. Colver); 3. Benz (L. Lewis-Evans); 4, 5 and 6. Léon Bollée (Capt. I. G. Benbough, R. F. N. Lawson, Cmdr. L. A. Woodall); 7, and 8. Lutzmann (E. S. Berry, P. Fotheringham-Parker).
1897
9. Beeston Tricycle (F.H. Olorenshaw); 10. Benz (Cmdr. Sir H. T. Dawson); 11 and 12. Daimler (G. Plather, E. D. Woolley); 14 and 15. Léon Bollée (L. M. Austin, S. C. H. Davis); 16. Lux (E. and H. Goodey).
1898
17. Benz (L. D. Goldsmith); 18. de Dion Bouton (A. Crewe); 19. Stephens (R. J. Stephens); 20. Victoria Combination (C. W. Rows).
1899
21. Beeston Quadricycle (L. H. Williamson and D. S. Inchley); 22, 23, 24 and 25. Benz (K. H. Baker, Dickinson Adams (Luton), Ltd., D. Johnson and R. A. Rockcliffe, R. S. Miles); 26. Clement-Panhard (J. F. Collinge); 27 and 28. Decauville (Mai. H. Fairhurst, A. Tyler); 29.

Deschamps Tricycle (E. D. Lee); 30 and 31. International Benz (A. M. Mackay, W. J. Steadman); 32. Panhard-Levassor (E. J. Jarvis); 33, 34 and 35. Star (P. C. Allen, G. F. Hayward and C. F. B. Hayward, Maj. J. W. Mills).

1900
36, 37 and 38. Benz (P. Bradshaw, N. R. Cole, E. J. Moore); 39. Cadell de Dion Bouton (R. W. Brown); 40. de Dion Bouton (J. A. G. Burchell, H. G. Schoof, Germany); 42. Gardner-Serpolllet Steamer (A. Hodsdon); 43. Georges Richard (J. E. Crossman); 44. M.M.C. (E. Hare); 45, 46, 47 and 48. New Orleans (Sir C. Edwards, G. S. Sanders, J. M. Schofield, D. G. Silcock); 49. Peugeot (H. E. F. Parkinson); 50. Pieper (W. Vaux).
1901
51. Albion (Albion Motors, Ltd.); 52. Benz (W. Andrews); 53. Clement-Panhard (Mai. J. C. France); 54. Corre (C. G. H. Dunham); 55, 56, 57, 58, 59, 60 and 61 de Dion Bouton (L. M. Austin, J. Daams, Holland, P. Gresham, J. H. S. Guest, C. Filmore-Bedford, R. C. Porter, F. J. Wellington); 62. de Dion-gnined Quad (E. O. Corkett); 63. Durkopp (N. V. Reeves); 64. International Charette (G. F. Stiles); 65. Lifu Steamer (J. A. Crabtree); 66. M.M.C. (K. Harlow); 67. Mors (S. E. Sears); 68. Napier (C. F. Bartlett); 69. Panhard-Levassor (C. A. Shillan); 70. Pick (A. E. Steeper); 71. Progress (M. E. Davenport); 72. Renault (T. W. Lightfoot); 73 and 74. Roy's Enfield Quadricycle (F. H. Babcock, G. W. Goodall); 75. Stirling-Panhard (G. J. Allday); 76. Stonebow (Mai. J. W. Mills); 77. Sunbeam-Mabley (G. R. B. Clarke); 78. Wolseley (W. N. Hill).
1902
79. Argyll (Sur. Cmdr. R. Erskine-Gray); 80. Arrol-Johnston (C. P. Abbott); 81. Beaufort (E. P. Shaw); 82. Benz (R. G. Sloan); 83 and 84. Century Tandem (B. H. Davenport, L. P. Hunt); 85, 86, 87, 88, 89 and 90 (Col. J. E. Alcock, E. Bradshaw, Air Chief Marshal Sir W. A. Coryton, J. Goff and A. C. Lane, C. W. Ward, J. Webb); 91. Gladiator (H. D. Spivey); 92. Hanzer (D. C. Field); 93. M.M.C. (J. E. Ford); 94 and 95. Napier (P. R. Hill, J. V. Medlam); 96, 97 and 98. Panhard-Levassor (C. G. Bellingham, R. K. N. Clarkson, T. W. Lightfoot); 99, 100, 101, 102, 103 and 104. Peugeot (Dr. C. R. Clayburn, Mai. H. Fairhurst, C. W. F. Hampton, The Shuttleworth Trust, A. W. F. Smith, F. Smith); 105. Quadrant (A. H. Grundy); 106. Renault (R. F. Collinson); 107, 108, 109 and 110. Wolseley (Mai. J. Gardiner, W. G. Grose, J. W. Howes, P. Painter).
1903
111. Achilles (D. Fitzpatrick); 112. Argyll (W. A. L. Cook); 113. Cadillac (F. S. Bennett); 114. Clement-Talbot (E. E. Sears); 115. Daimler (A. W. F. Smith); 116. Darracq (Mr. Thorpe); 117. De Dietrich (The Shuttleworth Trust); 118, 119, 120, 121, 122, 123, 124, 125, 126 and 127. de Dion Bouton (H. E. Bell, A. S. Dunning, R. G. Foster, Lord Montagu, B. Norman and N. W. Hawkins, R. North, L. T. Norton, E. D. Pigg, R. A. Pither, Turvey & Co., Ltd.); 128.

Fiat (J. E. Skinner); 129, 130 and 131. Gladiator (G. J. Allday, H. R. Timmis, W. F. Watson); 132. Humber (P. Tacon); 133 and 134. Humberette (R. L. Green, A. S. J. Painter); 135. Lanchester (F. W. Hutton-Stott); 136 and 137. Mercedes (G. J. Allday, Lord Montagu); 138. M.M.C. (H. G. Bagg); 139. Napoleon (Air Chief Marshal Sir W. A. Coryton); 140, 141, 142, 143, 144 and 145. Oldsmobile (E. J. Barnard, C. J. Rendall, Dr. J. G. Gilbertson, C. C. Smith, A. R. Turner, Australia, S. Vernon-Balls); 146, 147, 148, 149, 150 and 151. Panhard-Levassor (J. V. Bolster, J. G. Hampton, A. B. Hobbs, C. A. Oakden, A. Prince, Sir G. S. White); 152. Phoenix Trim (Dr. A. T. Robinson); 153. Regal (W. H. Waring); 154, 155 and 156. Renault (P. Fotheringham-Parker, R. Schimp, Belgium, P. Watters-Westbrook); 157. Rex Tricar (R. A. Shaw); 158. Siddeley (Mai. H. Browell); 159. Sunbeam (H. S. Simons); 160. Vauxhall (C. F. Caunter, The Science Museum); 161 and 162. White Steamer (A. J. Betteridge, D. G. Blackford); 163. Winton (J. M. A. Paterson); 164. Wolseley (E. I. Hudson).
1904
165. Alldays & Onions (G. J. Allday); 166 and 167. Cadillac (C. H. Trengove, H. F. Welham); 168. Century (A. W. F. Smith); 169. Clement-Talbot (J. A. G. Burchell); 170, 171, 172 and 173. Darracq (S. Gilks, R. D. Gregory, C. T. Gwilliam, N. V. Reeves); 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185 and 186. de Dion Bouton (F. Baxter, H. O. S. Bridcutt, H. T. Clarke, G. M. Craig, G. M. Gee, J. W. Hardcastle, N. R. Hunt, E. Jarvis, F. L. Knight, N. R. Lendon, J. Smithies, J. V. Stanbury, W. R. Stevens); 187. Duryea (T. M. and M. H. Stothert); 188. Garrard Tricar (E. Thompson); 189, 190, 191 and 192. Humber (W. M. Mason, L. Briggs, E. H. Olorenshaw, D. G. Warwick); 193, 194, 195, 196 and 197. Humberette (N. T. Beardsell, W. H. Childs, P. W. Harrison, F. H. Olorenshaw, S. J. Snoxall); 198. James & Browne (H. P. Lucas); 199. Lanchester (A. C. Bird); 200. Mercedes (J. G. Sears); 201. Minerva (G. R. Shaw); 202. Mors (H. A. Pierpoint); 203. Norfolk (T. H. Boothman); 204. Oldsmobile (G. E. Medlam); 205. Orient Buckboard (R. W. Brown); 206. Panhard-Levassor (R. L. Bennett); 207. Peugeot (F. E. Davis); 208. Panhard-Levassor (A. C. Fairclough); 209. Peugeot (A. J. L. Evans); 210. Phoenix Tricar (A. J. B. Bailey); 211, 212 and 213. Renault (Cmdr. J. D. R. Davies, P. C. Waring, H. F. Welham); 214. Reo (Rodney Motors); 215 and 216. Riley (W. L. T. Winder, J. H. Woodin); 217. Rolls-Royce (O. Langton); 218. Rover (W. T. Grose); 219. Siddeley (H. C. Hunter); 220. Speedwell (P. C. Tulley); 221 and 222. Star (T. E. Johnson, P. G. Newens); 223. Swift (G. E. Solomon); 224. Thornycroft (T. Thornycroft); 225. Tony Huber (E. J. Wilde); 226. Vauxhall (M. B. Marr); 227. Vulcan (D. A. Day); 228, 229, 230, 231 and 232. Wolseley (G. J. Allday, C. W. Bloomfield, E. Filmore-Bedford, S. B. Reece, J. O. Wiginton).



PICTORIAL ROUND-UP: Changeover of drivers at the Gosfield Hall G.P.—Moss climbs in, Frances Day (assisted by Ronnie Adams) climbs out, and Ken Wharton waits for his car. Top right: C. C. H. Davis wheels the Cooper in after his win at Castelfusano; the Cooper, with 600 c.c. engine, set up a new 750 c.c. lap record. Bottom left: Luigi Villorosi, who was injured during the last lap of the Rome G.P., has been ordered a complete rest of two months. Bottom right: Jean Behre (2-litre Maserati) crosses the line, winner of the Rome Grand Prix at Castelfusano

The Sport

SOCIAL WHIRL

TARGA FLORIO

THE MADLY GAY social whirl of the Motor Show fortnight seems now to have died down—leaving in its wake a trail of headaches and disgruntled bank managers. Last week there was the Sunbeam-Talbot Owners' Club dinner-dance at the Dorchester on the Monday evening—with a complete and very welcome absence of speeches, and lots and lots of people.

Most of the Sunbeam rally drivers were there, in addition to team manager Norman Garrard, Stirling Moss, Peter Collins and many others. Then, on the Tuesday, came the Monte Carlo Rally charity ball at the Savoy, organized by Sheila van Damm in aid of the Gosfield Hall appeal. What with a tombola stall, fortune teller, sweepstake, raffles and every other device for parting the vast numbers of guests and their pennies, it was a cheerful evening and, for the non-dancing types, it could not have been better; there was practically no room for dancing! Led by Frances Day, Sheila van Damm and Nancy Mitchell put on an amusing cabaret act, all blue-overalled, singing into the microphone and doing it very well indeed. Then there was the Gosfield Hall Grand Prix, in which Moss, Collins, Nancy Mitchell, Ken Wharton, Ronnie Adams and others took part in Austin J.40 pedal cars.

On the same evening, at the Piccadilly Hotel, the Esso company presented David Murray with a Michael Turner painting in recognition of the *Ecurie Ecosse* win at Le Mans this year. The annual presentation by this company of a painting depicting the year's most outstanding

achievement began in 1951, when a works Jaguar won at Le Mans; since then, other outstanding motoring achievements have been rewarded in a similar way. In addition to encouraging the up-and-coming racing drivers, or motor cycle riders, the Esso company has extended its policy into the artistic world by commissioning a new name among motor racing artists to paint the picture. The result, showing the winning car leaving the Esses at Le Mans, fully justifies their choice—it is a beautiful picture.

On the Thursday came the Shell company's exceedingly popular film show at Shell-Mex House—with its customary vast attendance. Films were shown of the 1955 R.A.C. Tourist Trophy Race, and of this year's R.A.C. Rally of Great Britain. The T.T. film was very good indeed, showing well the gallant efforts of Mike Hawthorn and Desmond Titterton in the lone works Jaguar to deal with the Mercedes might. Inevitably a difficult subject to film, the R.A.C. Rally story was chiefly notable for the first-class shots of the driving tests, which showed clearly the remarkable contortions to which everyday production cars are subjected.

As well as the film previews, guests saw

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for the first time Sallon's excellent book of caricatures of racing drivers—past and present. There are 68 full-page coloured illustrations in the book, which measures 7½ by 10½ in. The drawings are, with perhaps two exceptions, brilliantly carried out and show an astonishing insight into the characters of the subjects. If you can get hold of a copy it is very well worth having, but the rush for it will be great.

Finally on Friday evening came the M.G. Car Club's Showtime dinner-dance at the Hyde Park Hotel. John Thornley was in charge of the party—as he has been since the formation of the Club—and guests of honour were Lt. Col. A. T. Goldie Gardner and Capt. G. E. T. Eyston. The magnificent Nuffield Gold Cup was presented to the North-eastern Centre of the Club, and a first-class film of the recent Class F record runs by the streamlined M.G. at Utah was shown... with well-earned applause for driver John Lockett, who was present at the party.

Silver salvers, in recognition of 20 years' service to the Club, were presented to S. Morgan, A. C. Cookson, F. Howarth, L. Higginbottom, S. Kemball and J. Norris (whose son, Brian, received the salver on behalf of his father). Salvers are also to be presented to R. Kay and E. Goodenough, who were not present at the dinner.

And now, if you please, an aspirin.

THE TARGA FLORIO is once again under discussion, and plans are being made for next year's event. At the moment there is some doubt as to what type of cars should be eligible. Count Florio is undecided whether to run it for sports and *gran turismo* cars—as last year—or to throw it open for all comers as a *formule libre* event. He is also toying with thoughts of formula 1, and wondering if British constructors would enter.

The plan is to give 5,000,000 lira to the winner, with 3 million, 2 million, 1 million, 500,000, 400,000, 300,000, 200,000 and 100,000 lira to the next eight places, plus 100,000 lira expense money to suitable foreign entries. That sort of starting or expense money would rule out formula 1 right away. It seems unlikely that even Italian manufacturers—let alone British—would be enticed by such a sum. To make it *formule libre* would not rule out the chances of winning for the smaller cars; that the winners can be found among the small classes was demonstrated this year by Maglioli's success in the Porsche,

and Cabianna's second place (subsequently disqualified) in the 1,500 c.c. Osca—so *formule libre* would not necessarily give any great advantage to such formula 1 cars as might be entered. However, it would be difficult to take such an event seriously, and it does not seem a fitting fate for what was once such a magnificent race.

The real trouble, so far as Britain is concerned, is the great distance over which the cars have to be transported and, from everybody's point of view, the fact that the Targa does not count for the Sports Car Championship. The Mille Miglia is Italy's championship event, and, so long as this is so, the Targa takes second place. There was to have been a meeting this week of the C.S.A.I. to discuss the fate of the Mille Miglia and whether or not it should be held. If it is not to be, the Targa might come into its own as Italy's championship race.

It has been, in the past, a wonderful and unique event; it would be very sad if, through lack of support, it passed from the Calendar. It is a good circuit, and Sicily seems to have kept clear of the somewhat antagonistic official attitude towards road racing that brewed up after last year's Le Mans, the race still being something of a national *fiesta*. It would be interesting to know what British manufacturers feel about it... possibly formula 2? The Continental constructors would probably turn out in force.

IMPORTANT OMISSION: In the telegraphed results of the Rome Grand Prix meeting, received just in time for last week's issue, the up to 1,100 c.c. sports car event was not included. Winner was H. Mackay Fraser, in a Lotus, with David Piper's Lotus second. After his outstanding season in Colin Chapman's cars, it is not surprising that "Mac" Fraser is to drive one of the promising new formula 2 cars in next year's races—and there is talk of entering three of them for the Monaco Grand Prix in May. On this tight little round-the-houses scamper they could really shine.

ALAN COLLINSON, competition manager of Ferodo for seven years, is to move on to greater things within the Ferodo organization. As the welcoming "host" in the green Ferodo racing service van, and purveyor of countless cups of tea during the course of a racing season, he will be missed from the racing scene; the van has established itself as a sort of British meeting-place at all the European circuits—motor cycle included. His successor has not yet been appointed, but certainly one of his qualifications will need to be an infinite capacity for "brewing-up" at all hours of the day and night.

STIRLING MOSS has agreed to lead the Vanwall team in next season's formula 1 events, as foreshadowed in this column last week. For the past three years he has been anxious to support any British *grand prix* team—provided its manufacturer were able to field an adequate number of cars to ensure a full season's racing, and to carry out sufficient development and research to give the cars a fair chance against the existing foreign cars. Having carried out extensive tests with the Vanwall during the past month, he now believes that the car has been developed to the point where it has a genuine chance against the foreign cars.

In order not to interfere with further development of the Vanwalls, G. A. Vandervell has decided not to compete in the Argentine G.P. in January, but has agreed to allow Stirling to accept Maserati's invitation to drive for them in this event. For sports car races in 1957, he has renewed his contract with Officine Alfieri Maserati to lead their team once again.

MODENA HAS ANNOUNCED that the Ferrari team will consist of J. M. Fangio, Peter Collins, E. Castellotti and L. Musso for next season's events. Portago, Harry Schell and Gendebien are to drive for the firm in certain events.

APOLOGIES to Nancy Mitchell. In "Progress by Proving" (*The Autocar*, October 26) I omitted the fact that she and Doreen Reece won the *Coupe des Dames* in the Lyon-Charbonnières Rally in a works-entered M.G. Magnette.



Louis Rosier

LOUIS ROSIER died in Paris last Monday as the result of his accident in the *Coupe du Salon* meeting at Monthéry on October 7. Champion of France in the years 1949, 1950, 1951 and 1952, Rosier scored many successes for both Talbot and Ferrari during these years. Co-driving with his son, L. J. Rosier, he won the 24-hour race at Le Mans in 1950, when road-equipped G.P. Talbot-Lagos crossed the line in first and second places; during the same year, and again a year later, he won the Dutch G.P. for Talbot. 1952 saw him Ferrari-mounted, and he won at Albi and Cadours, was placed second at Pau and third at La Baule, in addition to other successes.

Though officially co-driving with his son in the 1954 Monte Carlo Rally, legend has it that he drove the 750 c.c. Renault pretty well single-handed throughout the event—which is not surprising; he was immensely fit and tough. In 1954 he acquired a 250F Maserati when the new formula 1 came into being, painted it in France's racing colours and

COMING SHORTLY

NOVEMBER 1-4.—Iberian Rally.

2.—B.A.R.C. Annual dinner and dance, Grosvenor House, Park Lane, London, W.1, 7 for 7.30 p.m.

2-4.—Tour de Belgique.

3.—Old Culfordians' M.C. Culford Hundred Rally, Culford School, Bury St. Edmunds, Suffolk, 3.30 p.m.

3.—Mid-Surrey A.C. Gunpowder Rally, Sugar Bowl Country Club, Burgh Heath, Surrey, 6.30 p.m.

3.—Cheltenham M.C. Cheltenham Trial.

3.—Old Merchant Taylors' M.C. Firework Rally, Batchworth Heath, near Rickmansworth, Hertfordshire, 5.30 p.m.

3-4.—Oxford M.C. Boarages Rally.

3-4.—B.A.R.C. (S.W. Centre). Night navigation rally, Winchester Motor Co., St. Cross Road, Winchester, Hampshire, 9.30 p.m.

3-4.—Allard O.C. Night navigation rally, Lamb's Garage, Southend Road, Woodford Green, Essex, 12 midnight.

4.—Venezuela sports car G.P., Caracas.

4.—R.A.C. Veteran Car Run from London to Brighton.

4.—Shenstone and District C.C. Chase Trophy Trial.

4.—Hants and Berks M.C. Navigational exercise, Beach Arms Hotel, East Oakley, near Basingstoke, Hampshire, 2 p.m.

4.—Rhyl and District M.C. Driving tests, U.S.A.F. Base, Sealand, near Chester, 10 a.m.

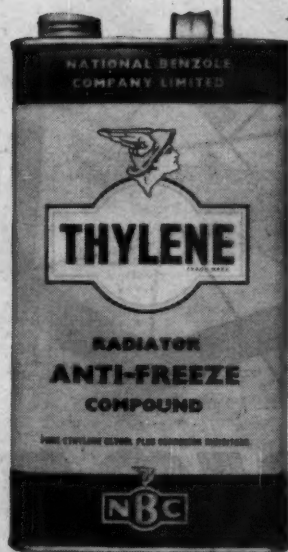
8-10.—Moroccan Rally.

8-10.—M.C.C. National car rally, starting from Manchester, Kenilworth, London, Taunton, Norwich, Cardiff and Glasgow.

10-11.—Leeds University Union M.C. Night navigation rally, Grand Garage, Harrogate, Yorkshire, 8.30 p.m.

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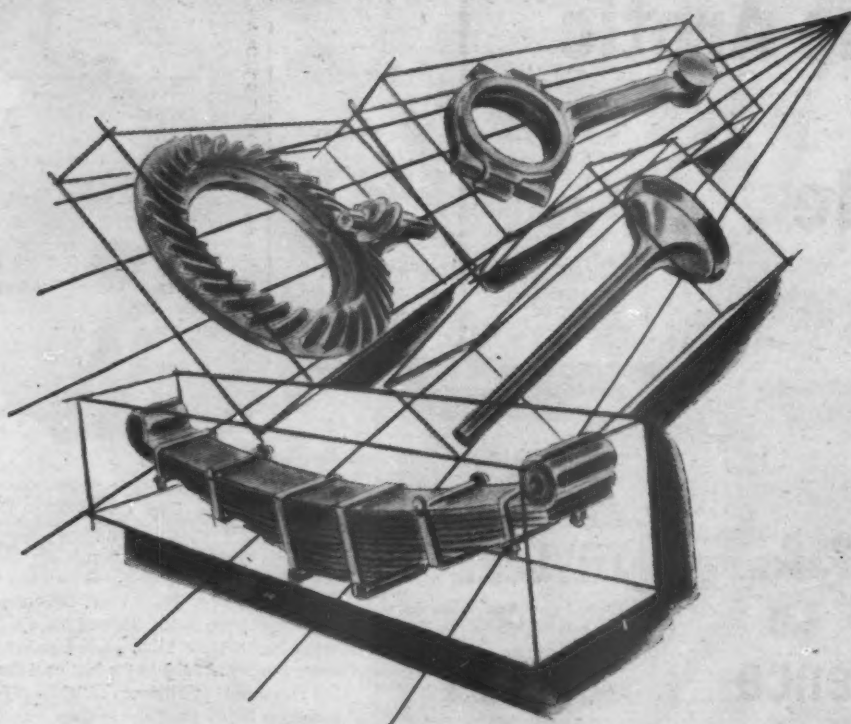
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The Sport

ran as an independent. Though occasionally he has featured in the awards list, for the past three seasons he has driven steadily, keeping going and slowly moving up as the more ambitious blew up and retired. This policy has served him well; this year he finished sixth in the French G.P., fifth in the German G.P., and eighth in the Belgian; co-driving with Jean Behra, he won the 1,000-kilometre sports car race at Montlhéry.

Fifty years old, Louis Rosier, with his cropped grey hair, wiry figure and friendly features, was one of the most popular of international racing personalities and a great sportsman. Like so many famous drivers, he started on two wheels. During the recent war, he won the Military Medal and the Resistance Medal. Subsequently he has been running a garage at Clermont Ferrand. He leaves a widow and four sons.

CLUB NEWS

Bristol M.C. and L.C.C.—The Roy Fedden Trophy Trial on Saturday, November 17, is open to members of the West Hants and Dorset C.C., Taunton M.C., Sunbac, Southsea M.C., North Devon M.C., London M.C., Plymouth M.C. and the promoting club, and to registered entrants in the R.A.C. Trials Championship. The event starts from The Compass Hotel, Tormarton, Gloucestershire, at 10 a.m., and the route, which will be about 55 miles in length, will include at least seven observed sections. All competing cars must comply with the R.A.C. National formula for trials cars, and the closing date for entries is November 12. The secretary of the meeting is K. B. White, 30, Chandos Road, Keynham, Bristol.

Newcastle and District M.C.—Following the resignation of R. B. Horn, the car secretary of the club is now S. B. Rochester, Talbot House, Mount Pleasant, Birtley, County Durham.

Bexley L.C.C.—The Anniversary Rally held on October 14 was won by J. E. Ground, driving a Morris Minor. Second and third places were taken by D. W. Sutch and R. A. Capon, who both drove Austin A.30s.

Riley M.C.—The Welsh-Blackpool Rally, which is being run by the North-Western Centre of the club on Saturday and Sunday, November 24-25, will start from Oxford, Birmingham, Leeds and Manchester, and finish in Blackpool. Members of all centres of the club may compete, and the closing date for entries is November 10. Regulations can be obtained from the secretary of the meeting, R. M. Powell, 484, Didsbury Road, Heaton Mersey, Stockport, Cheshire.

Bolton-le-Moors C.C.—On October 20-21, a 250-mile night rally took place in Cheshire and North Wales. First and second in the experts' class were S. E. Mather and F. Snaylam, both driving Triumph T.R.2s. The novice class was won by A. Grundy in a Volkswagen, and E. Fishwick in a Ford was second. The team award went to F. Snaylam, P. L. Glaister (Morris Oxford) and P. Crabtree (Ford Anglia).

Malden and District M.C.—The club's first R.A.C. observed event, the Winter Rally, will take place on November 25. It is an all-day rally, with a 160-mile road section starting near Kingston-on-Thames. The entry fee for the rally is 5s, and the fee for club membership is 12s 6d. Details are available from S. M. Actman, 18, Marlborough Road, Richmond, Surrey.

NAVIGATORS, who seem to come in for more abuse than any other section of the motoring community, will be glad to hear that a Navigators' Club has been formed. Its aims are to obtain more recognition for them in the lists of rally awards, to hold meetings at which navigational matters will be discussed, to build up a pool of skilled but thick-skinned individuals, and to promote at least one navigational rally each year. The club is not intended for experts only; novices are welcome and every effort will be made to see that they become experts. There is no entry fee, and the annual subscription is 10s 6d. All interested parties should apply to the hon. sec., D. McKitterick, 228, Brecknock Road, London, N.19.

THE TEN LEADING positions in the B.T.D.A. Silver Star Little Rally competition are held as follows: A. Newsham, 103 points; L. Griffiths, 84; J. Waddington, 82; T. A. Gold, 77; Mrs. R. Beaumont, 58; A. C. Whatmough, 43; F. Snaylam, 39; L. C. Windsor, 33; A. Stross, 26; E. Vanner, 25.

PETER GARNIER.

M.G. Car Club.—Over 100 cars took part in the sixth annual Weston Rally held on October 13-14. The rally, which was organized by the South-Western Centre, was a qualifying event for the B.T.D.A. Silver Star.

RESULTS

Nuffield Gold Cup (best performance): Standard Ten (T. D. L. Lewis), 33 marks lost.
Jubilee Cup (best M.G.): M.G. A (S. Moore), 126.

Class winners: Open cars up to 1,500 c.c.: M.G. A (G. N. Dear), 794. Over 1,500: Triumph T.R.2 (M. R. Davies), 64. Closed cars up to 1,500: Fiat 1,100 (D. Smith), 57. Over 1,500: Austin A.105 (Mrs. D. Johns), 51.

Centre awards: S.W.: Armatrong Siddeley Sapphire (J. Readings). Midland: Morris Minor (W. A. Machin), 133. E.E.: Triumph T.R.2 (K. Baker), 295. Devon and Cornwall: Renault 750 (J. Pascoe), 360.

Starting control awards: London: Renault Dauphine (R. Neale), 59. Birmingham: Triumph T.R.2 (M. Dando), 768. Exeter: Austin A.50 (P. Higgs), 60. Bristol: Morris Minor (A. C. Harmer), 104.

Novice award: Ford Zodiac (M. Pople), 50.

Test award: M.O. TP (G. Warren), 46.8sec.

Team award: No complete team finished.

Herts County A. and A.C.—Clubs invited to compete in the eighth annual Nocturne on Saturday, November 24, are A.C.O.C., Hants and Berks M.C., Harrow C.C., North London E.C.C., Singer O.C., Seven-Fifty M.C. and the London M.C. The event will follow the lines of previous Nocturnes—that is, a compact night trial in which the organizers aim to give competitors as much navigation in a few hours as they usually encounter in an all-night event. The trial starts and finishes at the Brompton Grange Hotel, Wheatley, Oxfordshire. Regulations can be obtained from Miss I. Sweet, 72, Alexandra Road, Hemel Hempstead, Hertfordshire. The entry fee is 15s.

Margate and District C.C.—The route for the third annual Ramsgate Autumn Rally on November 17-18 will cover about 400 miles in the counties of Kent, Surrey, Sussex and Hampshire. Competitors will start from the Royal Oak, Wrotham Heath, Kent, at 10.30 p.m. on the Saturday, and finish at Ramsgate, where driving tests will take place. Invited clubs are I.A.R.C., Mid-Surrey A.C., Sevenoaks and D.M.C., Maidstone and Mid-Kent M.C., London M.C., Tunbridge Wells M.C., and Rochester, Chatham and D.M.C. There are classes for open and closed cars, and the entry fee is £1 is a car. Completed entry forms should reach the secretary of the meeting (R. F. Harrington, 17, Millmead Avenue, Cliftonville, Margate, Kent) by Monday, November 12.

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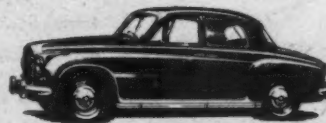
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A new "Jumbo" mobile radio office has been put into use by the A.A. It incorporates a large reception room, radio cabin, and sleeping quarters for the crew. With a signal range of about 30 miles, the vehicle will play a large part in the road weather report service



Trade & Industry



Mr. Stanley J. Roush has been elected to the newly created position as group vice-president of the Borg-Warner Corporation.

Mr. A. C. Siver has been appointed a director of Dagenham Motors, Ltd., 8, Balderton Street, London, W.1. He joined the company, who are main Ford dealers, in January, 1954, as general sales manager.

A Pye Continental model car radio has been adapted to work from the 24v system in the Vickers Varsity aircraft built for the personal use of King Hussein of Jordan. It has five wavebands, the set being designed for long-distance reception and Continental motoring. The set is normally available for 6 and 12v systems, costing £31 10s inclusive of purchase tax.

"Sales and service in the motor industry" was the subject of Mr. J. M. Forbes' lecture which opened the 1956-7 series of the Glasgow region of the Institute of the Motor Industry last month. Future lectures will be—November 8, "Wastes, leaks and losses in the motor industry"; December 13, "Oxy-acetylene vehicle maintenance and repair"; January 10, "Sales promotion," and February 14, "What's new in engine testing."

Regent lubrication service weeks will be held commencing on the following dates: November 5, King and Taylor, Ltd., The Wharf, Godalming, Surrey, and L. R. Guppy and Son, Babylon Hill Garage, Yeovil, Somerset; November 12, Chilworth Garage, New Road, Chilworth, Guildford, Surrey, and C. W. Fletcher (Shelford), Ltd., Enterprise Garage, Shelford, Cambridgeshire; and November 19, K. C. Service Station, Huntingdon Road, Swavesey, Cambridgeshire.

New appointments in the export division of the Chrysler Corporation, Detroit, include Mr. Allan R. Schilts as comptroller, Mr. William P. Bittenbender as European regional director, and Mr. John M. Haight as personnel manager.

Mr. Albert Hendry, who joined Car Mart, Ltd., Euston Road, London, N.W.1, as assistant secretary in 1948, has been appointed a director of an associated company, Car Mart Sales, Ltd. He remains assistant secretary to all companies of the Car Mart group.

Rootes Group sales and service weeks are being held commencing on the following dates: October 29, Modern Service (Wimbledon), Ltd., High Street, Wimbledon Common, London, S.W.19; and November 12, Brew Brothers, Ltd., 133, Old Brompton Road, South Kensington, London, S.W.7.

The death is recorded with regret of Mr. Denis Harvey Murphy, a director of Connolly Brothers (Curriers), Ltd., Chalton Street, Euston Road, London, N.W.1. He joined the company 52 years ago and played a large part in building it up to its present status. Mr. Murphy died at his Northwood, Middlesex, home on October 21.

In *The Autocar* of October 12 the road test summary under the Aston Martin heading was that for the 2.6-litre model instead of the current 3-litre. The summary should have read: Mean maximum, 118.7 m.p.h. From standing start to 30 m.p.h., 3.8 sec; 50, 8.1 sec; 100, 31.7 sec. Standing quarter mile, 17.9 sec. Top gear 30-50 m.p.h., 7.8 sec; 50-70 8 sec. Normal m.p.g. range, 18-24 m.p.g.

NEW CAR PRICES

	U.K. List Price £ s d	Total Price in U.K. in- cluding P.T. £ s d		U.K. List Price £ s d	Total Price in U.K. in- cluding P.T. £ s d
A.C.			Chrysler (continued)		
Ace 2-seater ...	1,100 0 0	1,651 7 0	Imperial ...	2,995 0 0	4,493 17 0
Aceca 2-seater coupé ...	1,375 0 0	2,063 17 0	Imperial Southampton ...	2,890 0 0	4,336 7 0
Ace with Bristol eng. ...	1,340 0 0	2,011 7 0	(Including heater, radio and automatic transmission.)		
Aceca ...	1,585 0 0	2,378 17 0	All cars have left-hand drive.)		
ALFA ROMEO			CHRYSLER-PLYMOUTH		
1,300 Giulietta ...	1,150 0 0	1,726 7 0	Phaia 6 ...	1,475 0 0	2,213 17 0
Sprint Spyder ...	1,410 0 0	2,116 7 0	Savoy 6 ...	1,608 0 0	2,413 7 0
1900 Super ...	1,750 0 0	2,626 7 0	Belvedere 6 ...	1,678 0 0	2,518 7 0
T.I. ...	1,900 0 0	2,851 7 0	Savoy V8 ...	1,654 0 0	2,485 7 0
Primavera coupé ...	1,995 0 0	2,993 17 0	Belvedere V8 ...	1,726 0 0	2,590 7 0
Sprint ...	2,500 0 0	3,751 7 0	(convertible) ...	1,789 0 0	2,684 17 0
ALLARD			Savoy 6 Suburban ...	1,744 0 0	2,617 7 0
12R sports racer ...	1,722 0 0	2,584 7 0	(Including heater, radio, automatic transmission.)		
Palm Beach (Ford) ...	1,050 0 0	1,576 7 0	CITROEN		
Palm Beach (Jaguar) ...	1,300 0 0	1,951 7 0	2 c.v. ...	398 0 0	596 7 0
ALVIS			DS19 ...	1,150 0 0	1,726 7 0
3-litre Grabber ...	2,300 0 0	3,451 7 0	CONTINENTAL		
A-SIDDELEY			Mark II coupé ...	4,490 0 0	7,036 7 0
Sapphire 234 ...	940 0 0	1,411 7 0	DAIMLER		
Sapphire 236 ...	959 0 0	1,439 17 0	Conquest Century II ...	995 15 4	1,495 0 0
(manumatic) ...	979 0 0	1,469 17 0	(automatic) ...	1,119 2 0	1,680 0 0
Sapphire 346 ...	1,215 0 0	1,823 17 0	Drop-head coupé ...	1,262 8 8	1,895 0 0
(automatic) ...	1,404 0 0	2,107 7 0	One-O-Four ...	1,595 15 4	2,395 0 0
Limousine (automatic) ...	2,099 0 0	3,149 17 0	(automatic) ...	1,719 2 0	2,580 0 0
ASTON MARTIN			Lady's model ...	1,729 2 0	2,595 0 0
D.B. 2-4 ...	2,050 0 0	3,076 7 0	(automatic) ...	1,852 8 0	2,780 0 0
AUSTIN			D.K. 400 limousine ...	2,795 15 4	4,195 0 0
A.35-2-door ...	360 0 0	541 7 0	DELLOW		
2-door de luxe ...	368 15 0	554 9 6	Mark II C sports ...	465 0 0	696 17 0
A.35 4-door ...	381 10 0	573 12 0	Mark II C sports ...	500 0 0	751 7 0
4-door de luxe ...	384 17 4	578 13 3	Mark V lightweight ...	525 0 0	788 17 0
A.35 Countryman ...	425 0 0	638 17 0	D.R.W.		
A.40 Cambridge ...	503 0 0	755 17 0	Saloon de luxe ...	665 0 0	998 17 0
A.40 de luxe ...	533 0 0	803 17 0	Fixed-head coupé ...	690 0 0	1,036 7 0
A.50 Cambridge ...	514 0 0	772 7 0	Four-door ...	724 0 0	1,087 7 0
A.50 de luxe ...	546 0 0	820 7 0	Cabriolet 4-seater ...	820 0 0	1,231 7 0
A.95 Westminster ...	665 0 0	998 17 0	Cabriolet 2-seater ...	980 0 0	1,471 7 0
A.95 de luxe ...	695 0 0	1,043 17 0	DODGE		
A.95 Countryman ...	810 0 0	1,216 7 0	Kingway de luxe 6 ...	1,650 0 0	2,476 7 0
A.105 ...	799 0 0	1,199 17 0	Kingway Custom 6 ...	1,694 0 0	2,542 7 0
A.135 Princess III ...	2,150 0 0	3,226 7 0	Kingway de luxe V8 ...	1,698 0 0	2,548 7 0
L.W.B. Limousine ...	2,150 0 0	3,226 7 0	Kingway Custom V8 ...	1,742 0 0	2,614 7 0
Princess IV saloon ...	2,250 0 0	3,376 7 0	Custom Royal V8 ...	1,925 0 0	2,883 17 0
Princess IV limousine ...	2,360 0 0	3,541 7 0	Kingway 6 Suburban ...	1,786 0 0	2,680 7 0
AUSTIN-HEALEY			Custom Royal V8 con- vertible ...	2,007 0 0	3,011 17 0
100 Six ...	762 0 0	1,144 7 0	(Including heater, radio, automatic transmission.)		
BENTLEY			FAIRTHORPE		
Sereno 5 ...	3,495 0 0	5,243 17 0	Atom IM ...	259 17 0	391 2 6
Freestone and Webb ...	5,000 0 0	7,501 7 0	Atom IIA ...	291 17 0	439 2 6
Hooper ...	4,765 0 0	7,148 17 0	Atom III ...	332 14 0	500 8 0
H. J. Mulliner ...	4,970 0 0	7,456 7 0	Electron ...	699 0 0	1,049 17 0
James Young ...	4,790 0 0	7,186 7 0	FIAT		
Continental ...	5,070 0 0	7,606 7 0	600 ...	412 10 0	620 2 0
H. J. Mulliner ...	4,775 0 0	7,163 17 0	600 Convertible ...	432 0 0	649 7 0
Park Ward D.H. ...	4,775 0 0	7,163 17 0	Multipla 4/5 ...	532 0 0	799 7 0
BERKELEY			Multipla 6 ...	540 0 0	811 7 0
Two-seater ...	382 8 6	574 19 9	1100 ...	578 10 0	869 2 0
B.M.W.			1100 TV ...	750 0 0	1,126 7 0
501 ...	1,377 0 0	2,066 17 0	1400A ...	774 0 0	1,162 7 0
B-cyl. limousine ...	1,638 0 0	2,458 7 0	1900 ...	980 0 0	1,471 7 0
502 limousine ...	1,792 0 0	2,689 11 0	FORD		
503 ...	2,975 0 0	4,463 17 0	Popular ...	275 0 0	413 17 0
Fixed head coupé ...	2,975 0 0	4,463 17 0	Anglia ...	360 0 0	541 7 0
507 ...	2,800 0 0	4,201 11 0	Anglia de luxe ...	382 0 0	574 7 0
Isetta Motocoupé ...	292 0 0	439 7 0	Prefect ...	395 0 0	593 17 0
BOND Three-wheeler			Prefect de luxe ...	420 0 0	631 7 0
2-seater ...	221 10 0	278 13 2	Escort estate car ...	414 0 0	632 7 0
Family 4-seater ...	242 0 0	304 7 8	Squire estate car ...	445 0 0	668 17 0
De luxe 2-seater ...	242 0 0	304 7 8	Consul ...	520 0 0	781 7 0
De luxe family 4-seater ...	254 12 1	320 4 1	Consul convertible ...	630 0 0	946 7 0
BORGWARD			Consul Farnham ...	685 0 0	1,028 17 0
Isabella 60 ...	806 2 11	1,210 11 5	Zephyr ...	580 0 0	871 7 0
Isabella TS ...	916 15 0	1,376 11 8	(automatic) ...	705 0 0	1,058 17 0
Coupé ...	1,248 13 10	1,874 7 9	Zephyr convertible ...	690 0 0	1,036 7 0
Station wagon ...	858 1 9	1,288 9 8	Zephyr Farnham ...	745 0 0	1,118 17 0
Pullman 2400 ...	1,409 2 1	2,115 0 2	Zodiac ...	645 0 0	968 17 0
Saloon (Manumatic) ...	1,501 7 0	2,253 7 6	(automatic) ...	770 0 0	1,156 7 0
BRISTOL			Zodiac convertible ...	835 0 0	1,253 17 0
405 ...	2,390 0 0	3,586 7 0	Zodiac Farnham ...	815 0 0	1,223 17 0
Drophead coupé ...	2,450 0 0	3,676 7 0	FORD (Canadian)		
BUICK			Mainline 4-door ...	1,207 0 0	1,811 17 0
43 Riviera ...	1,725 0 0	2,588 17 0	Customline 4-door ...	1,245 0 0	1,868 17 0
63 Riviera ...	1,925 0 0	2,889 17 0	Fairlane Town 4-door ...	1,283 0 0	1,925 7 0
53 Riviera ...	2,050 0 0	3,076 7 0	Fairlane Cub 2-door ...	1,264 0 0	1,897 7 0
59 ...	1,995 0 0	2,993 17 0	Fairlane Country 4- door ...	1,471 0 0	2,207 17 0
52 estate car ...	2,025 0 0	3,038 17 0	Custom Ranch Wagon 2-door ...	1,343 0 0	2,023 17 0
CADILLAC			FORD (U.S.A.)		
6219 ...	2,525 0 0	3,788 17 0	Thunderbird ...	1,690 0 0	2,536 7 0
6239D sedan de ville ...	2,750 0 0	4,126 7 0	FRAZER NASH		
6267 convertible ...	2,750 0 0	4,126 7 0	Fast Roadster ...	1,450 0 0	2,476 7 0
6019 special ...	2,900 0 0	4,351 7 0	Turismo ...	2,150 0 0	3,226 7 0
6267s Eldorado ...	3,400 0 0	5,101 7 0	Targa Florio ...	2,250 0 0	3,376 7 0
CHEVROLET			Le Mans ...	2,450 0 0	3,676 7 0
Bel-Air ...	1,300 0 0	1,951 7 0	Sebring 2-seater ...	2,250 0 0	3,376 7 0
Bel-Air Sport ...	1,375 0 0	2,063 17 0	GOGGOMOBIL		
Corvette ...	1,720 0 0	2,581 7 0	T.300 ...	329 0 0	494 17 0
CHRYSLER			Sliding head ...	336 0 0	505 7 0
Windor V8 ...	2,222 0 0	3,334 7 0	HILLMAN		
(convertible) ...	2,190 0 0	3,298 7 0	Minx special ...	498 0 0	748 7 0
New Yorker ...	2,615 0 0	3,923 17 0	Minx de luxe ...	515 0 0	773 17 0
New Yorker Town and Country ...	2,600 0 0	3,901 7 0	Convertible ...	565 0 0	848 17 0

(Continued on next page)

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	U.K. List Price £ s d	Total Price in U.K. in- cluding P.T. £ s d		U.K. List Price £ s d	Total Price in U.K. in- cluding P.T. £ s d
HILLMAN (continued)					
Estate car	530 0 0	796 7 0			
Husky	415 0 0	623 17 0			
H.R.G.					
14-litre	1,280 0 0	1,921 7 0			
HUDSON					
Rambler Super	1,305 0 0	1,958 17 0			
Rambler Custom	1,380 0 0	2,071 7 0			
Hardtop	1,450 0 0	2,176 7 0			
Cross Country	1,510 0 0	2,266 7 0			
Wasp Super	1,670 0 0	2,506 7 0			
Hornet Super	1,810 0 0	2,716 7 0			
Hornet Custom	1,910 0 0	2,866 7 0			
Hollywood hardtop	1,955 0 0	2,933 17 0			
HUMBER					
Hawk	650 0 0	976 7 0			
De Luxe	665 0 0	998 17 0			
Touring limousine	730 0 0	1,096 7 0			
Estate Car	885 0 0	1,328 17 0			
Super Snipe	950 0 0	1,426 7 0			
(automatic)	1,075 0 0	1,613 17 0			
Touring limousine	1,030 0 0	1,546 7 0			
JAGUAR					
2.4	953 0 0	1,430 17 0			
Special Equip. model	976 0 0	1,465 7 0			
XK140	1,127 10 0	1,692 12 0			
Drop-head coupé	1,160 0 0	1,741 7 0			
Fixed-head	1,140 0 0	1,711 7 0			
D type sports 2-seater	2,585 0 0	3,878 17 0			
Mark VIII	1,140 0 0	1,711 7 0			
(automatic)	1,268 0 0	1,903 7 0			
Mark VIII	1,319 0 0	1,829 17 0			
(automatic)	1,331 0 0	1,997 17 0			
JENSEN					
541	1,435 0 0	2,153 17 0			
Interceptor	1,800 0 0	2,701 7 0			
Convertible	1,800 0 0	2,701 7 0			
LAGONDA					
3-litre	1,995 0 0	2,993 17 0			
Drop-head coupé	2,250 0 0	3,376 7 0			
LANCIA					
Appia Series II	1,110 0 0	1,666 7 0			
Aurelia Series II	1,550 0 0	2,326 7 0			
Aurelia Gran Turismo	2,230 0 0	3,346 7 0			
Spyder	2,115 0 0	3,173 17 0			
(Flaminia: British price not yet announced.)					
LINCOLN					
Première	2,432 0 0	3,649 7 0			
LOTUS					
Sports	850 0 0	1,276 7 0			
Club	1,060 0 0	1,591 7 0			
Le Mans 75	1,320 0 0	1,996 7 0			
Le Mans 83	1,395 0 0	2,093 17 0			
MERCEDES-BENZ					
180	1,145 0 0	1,718 17 0			
180D (diesel)	1,210 0 0	1,816 7 0			
190	1,195 0 0	1,793 17 0			
190SL	1,850 0 0	2,776 7 0			
220S	1,500 0 0	2,251 7 0			
300 c. de luxe	2,675 0 0	4,013 17 0			
300s coupé	4,110 0 0	6,166 7 0			
300SL	3,100 0 0	4,651 7 0			
MERCURY					
Montclair	1,518 0 0	2,278 7 0			
M.G.					
M.G. A.	440 0 0	961 7 0			
M.G. A. coupé	699 0 0	1,049 17 0			
Magnette	693 0 0	1,040 17 0			
(manumatic)	726 6 8	1,090 17 0			
MORGAN					
4/4 Series II	475 0 0	713 17 0			
Plus 4 (TR) 2-seater	595 0 0	893 17 0			
4-seater	610 0 0	916 7 0			
Drop-head coupé	640 0 0	961 7 0			
Plus 4 (Vanguard)	580 0 0	871 7 0			
Drop-head coupé	610 0 0	916 7 0			
MORRIS					
Minor 1,000	401 0 0	602 17 0			
2-door	418 0 0	628 7 0			
2-door de luxe	425 0 0	638 17 0			
4-door	445 0 0	668 17 0			
4-door de luxe	455 0 0	678 17 0			
Tourer	401 0 0	602 17 0			
Tourer de luxe	418 0 0	628 7 0			
Traveller	455 0 0	683 17 0			
Traveller de luxe	471 10 0	708 12 0			
Cowley	532 0 0	799 7 0			
Oxford	565 0 0	848 17 0			
(manumatic)	598 6 8	918 17 0			
Oxford Traveller	623 10 0	936 12 0			
Isis	607 0 0	911 17 0			
(automatic)	722 0 0	1,084 7 0			
Isis de luxe	640 0 0	961 7 0			
Isis Traveller	725 10 0	1,089 12 0			
NASH					
Rambler Super	1,305 0 0	1,958 17 0			
Rambler Custom	1,380 0 0	2,071 7 0			
Hardtop	1,450 0 0	2,176 7 0			
Station wagon	1,510 0 0	2,266 7 0			
Statesman Super	1,490 0 0	2,236 7 0			
Ambassador Super 6	1,685 0 0	2,528 17 0			
OLDSMOBILE					
Series 88 Super	1,640 0 0	2,460 15 0			
Series 98	1,985 0 0	2,978 17 0			
Starfire convertible	2,080 0 0	3,121 7 0			
PACKARD					
Clipper de luxe	2,395 0 0	3,593 17 0			
Executive	2,577 0 0	3,866 17 0			
PACKARD (continued)					
Patrician	2,929 0 0	4,394 17 0			
Coribean	3,603 0 0	5,405 17 0			
(Including heater, radio, automatic transmission.)					
PANHARD					
Dyna de luxe special	702 8 8	1,055 0 0			
PEUGEOT					
203	633 9 1	952 8 2			
Station wagon	732 17 4	1,100 10 5			
403	796 2 11	1,195 11 5			
PONTIAC					
Chief	1,450 0 0	2,176 1 2			
Catalina coupé	1,976 0 0	2,962 8 10			
Star Chief convertible	2,050 0 0	3,073 5 0			
PORSCHE					
1.6 Fixed head coupé	1,305 0 0	1,958 17 0			
1.6 Super fixed-head	1,425 0 0	2,138 17 0			
1.6 Cabriolet	1,425 0 0	2,138 17 0			
1.6 Super Cabriolet	1,545 0 0	2,318 17 0			
1.6 Speedster	1,270 0 0	1,906 7 0			
356a 1500 Carrera	1,910 0 0	2,866 7 0			
1500 Carrera Speedster	1,875 0 0	2,813 17 0			
1500 Carrera Cabriolet	2,030 0 0	3,046 7 0			
550 1500 Spyder	2,760 0 0	4,041 7 0			
RENAULT					
4	422 10 8	635 2 0			
(Farlie clutch)	442 0 0	664 7 0			
Frégate	699 0 0	1,049 17 0			
Dauphine	512 0 0	769 7 0			
Grand Pavols	850 0 0	1,276 7 0			
Amiral	829 0 0	1,244 17 0			
RILEY					
Pinfinder	940 0 0	1,411 7 0			
ROLLS-ROYCE					
Silver Cloud	3,590 0 0	5,386 7 0			
Freestone and Webb	5,090 0 0	7,636 7 0			
Hooper	4,855 0 0	7,283 17 0			
H. J. Mulliner	5,060 0 0	7,591 7 0			
James Young	4,880 0 0	7,321 7 0			
SILVER WRAITH					
Freestone and Webb	5,381 0 0	8,072 17 0			
touring limousine	5,270 0 0	7,906 7 0			
Park Ward	5,570 0 0	8,356 7 0			
Park Ward 7-passenger limousine	5,570 0 0	8,356 7 0			
H. J. Mulliner	5,380 0 0	8,071 7 0			
Hooper limousine	5,395 0 0	8,093 17 0			
limousine	5,395 0 0	8,093 17 0			
James Young	5,445 0 0	8,168 17 0			
ROVER					
60	865 0 0	1,293 17 0			
60	943 0 0	1,415 17 0			
90	976 0 0	1,465 7 0			
Land-Rover S.V.B.	685 0 0	1,028 17 0			
Land-Rover L.V.B.	790 0 0	1,186 7 0			
SIMCA-ARONDE					
1300 Elysée	609 10 0	915 12 0			
(Standard)	662 0 0	994 7 0			
SIMCA VEDETTE					
Verzailles	932 0 0	1,399 7 0			
SINGER					
Gazelle	598 0 0	898 7 0			
Gazelle convertible	665 0 0	998 17 0			
SKODA					
440	560 0 0	841 7 0			
1200	630 0 0	946 7 0			
STANDARD					
Family Eight	379 0 0	569 17 0			
Super Eight	405 0 0	608 17 0			
Family Ten	385 0 0	578 17 0			
Super Ten	435 0 0	653 17 0			
(Standard)	448 5 0	673 14 0			
Companion estate car	485 0 0	728 17 0			
(Standard)	498 5 0	748 14 6			
Vanguard III	599 0 0	899 17 0			
Vanguard Sportsman	820 0 0	1,231 7 0			
Estate car	765 0 0	1,148 17 0			
Vanguard diesel	735 0 0	1,103 17 0			
STUDEBAKER					
Champion Custom	1,267 0 0	1,901 17 0			
Commander	1,387 0 0	2,081 17 0			
President	1,449 0 0	2,174 17 0			
SUNBEAM					
Rapier	695 0 0	1,043 17 0			
Mark III	765 0 0	1,148 17 0			
TRAVELER					
T.R.2	625 0 0	938 17 0			
Hardtop	670 0 0	1,066 7 0			
T.R.3	680 0 0	1,021 7 0			
Hardtop	725 0 0	1,084 7 0			
TURNER					
Isis	525 0 0	789 0 0			
VAUXHALL					
Wyvern	535 0 0	803 17 0			
Velox	580 0 0	871 7 0			
Cresta	640 0 0	961 7 0			
Velox Dormobile	741 0 0	1,112 17 0			
Grosvenor-Velox	750 0 0	1,126 7 0			
VOLKSWAGEN					
Standard saloon	422 10 0	635 2 0			
De luxe	492 10 0	740 2 0			
Convertible	670 0 0	1,066 7 0			
Karmann-Ghia Coupé	810 0 0	1,216 7 0			
WOLSELEY					
Fifteen-Ritzy	640 0 0	961 7 0			
Fourteen	673 6 8	1,011 7 0			
Six-ninety	806 0 0	1,210 7 0			
(automatic)	921 0 0	1,382 17 0			



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BATH S. & A. Fuller Ltd., Grove Place. *Phone: 6167/4	DULWICH, S.E.21 Charles R. Pickup Ltd., 25, Dulwich Village. *Phone: GIP 0983	KENSINGTON, W.14 Drayson Motors Ltd., 11, Hammermith Road. *Phone: Fulham 4141	LONDON, S.W.11 Naylor & Root Ltd., 948/260, Lavender Hill. *Phone: RA Tiersne 2252	PUTNEY, S.W.15 Ward & Co. (Putney) Ltd., 78, West Hill. *Phone: VANDyke 1077/8/9
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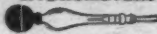
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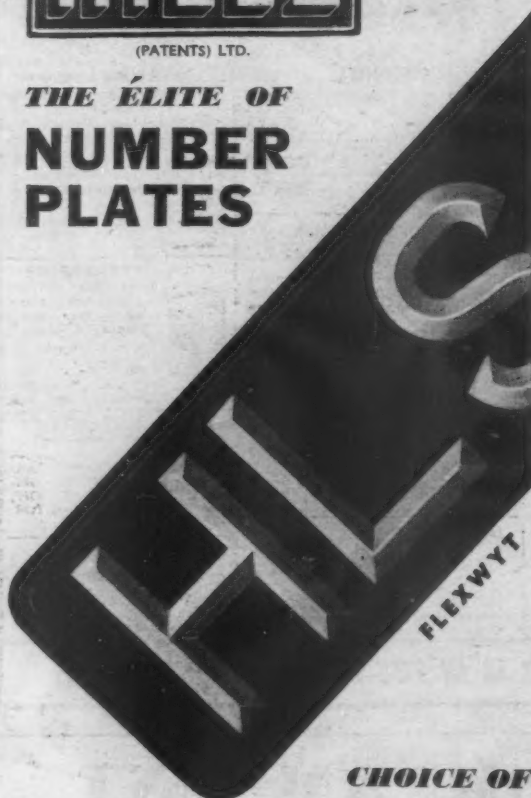
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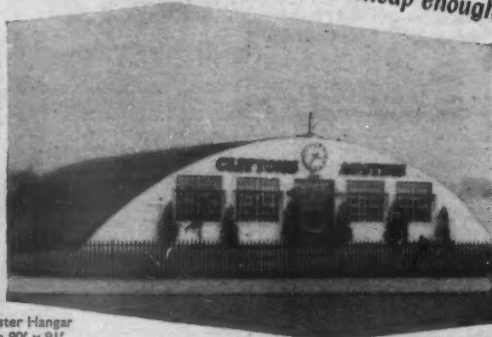
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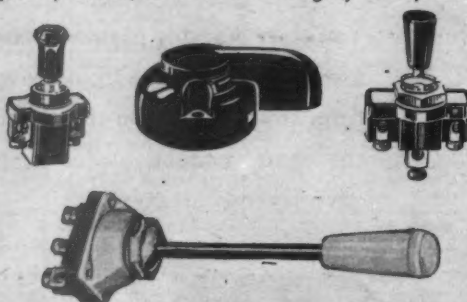
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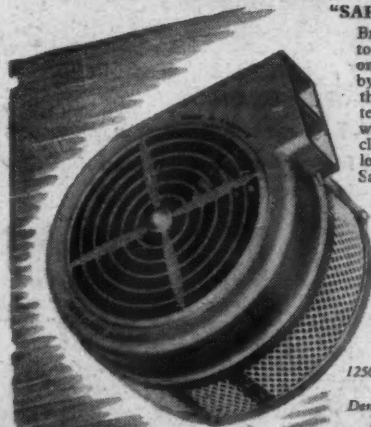
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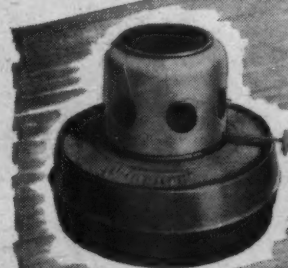


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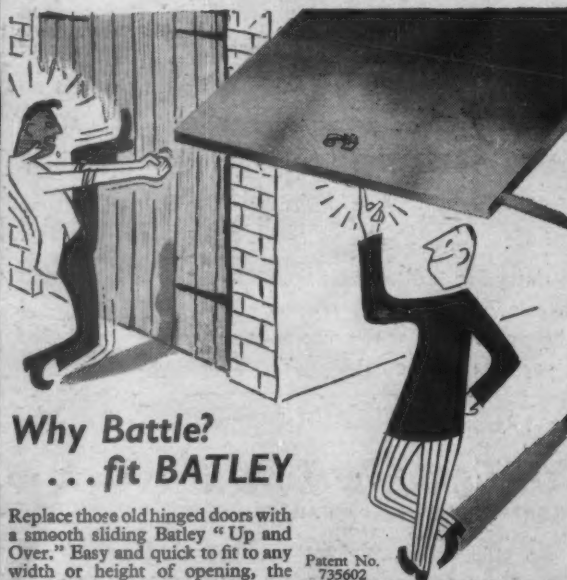
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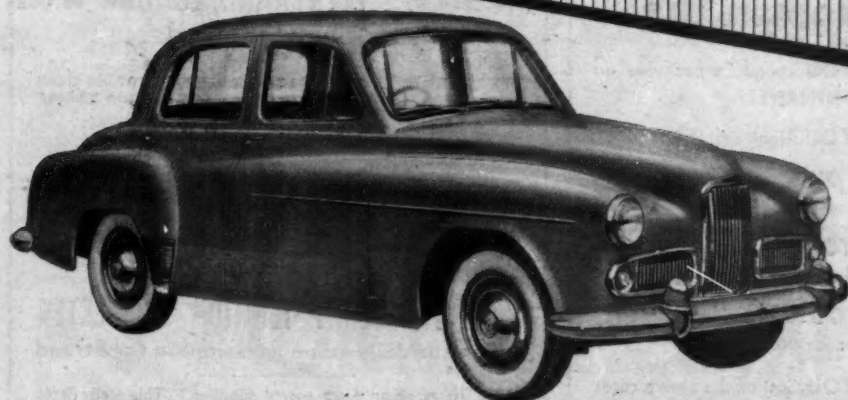
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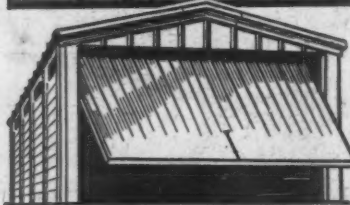
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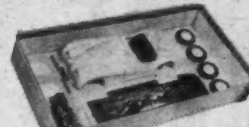
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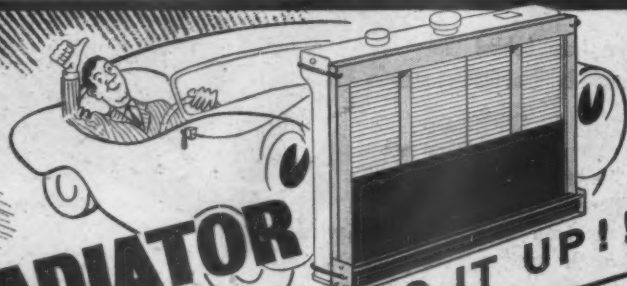
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For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage. Replies should be addressed to, "Box 6006, c/o 'The Autocar', Dorset House, Stamford Street, London, S.E.1."

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AC sports and
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ACE
JULY, 1955, 14,000 miles, just checked by makers at cost of £85. Accounts available, unmarked British racing green, fitted Aceca bumper, faultless throughout, taxed December; £1,085, or fair offer, terms, exchange—Lorraine Garage, 29, Elvaston Mews, Queens Gate, S.W.7. Knightbridge 6374. [C1086]

ELM AUTOSALES offer—
1951 A.C. 2-litre saloon, two owners, heater, demister, radio, in grey with red leather, maintained by makers, recon. unit, fitted recently, a specimen quality car in mint condition; £495.—Elm Autosales, 68, Hatfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067]

METCALFE & MUNDY, Ltd.
AC four-door drop head, 1939, one owner from new, radio, all history and bills.
METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fre. 5471/0186/7. [C3064]

ACE, 1954-5, several good used examples coming in during the next few weeks; full details in the post without obligation.—Rudds (see adverts. in this col.). [6267]

CASS'S MOTOR MART—1949 A.C. saloon, grey, red hide, outstanding condition; £465; written guarantee.—5, Warren St., W.1, Euston 4110. [C1040]

G & M ALFRED'S (1956), Ltd.—1953 A.C. 2-litre saloon, heater, radio, much above average.—6-7, Warren St., W.1, Euston 3268. [C1005]

ANTHONY CROOK, distributors new and used Aceca in stock for immediate delivery.—High St., Esher, Tel. 4580. [C1063]

ACECA—Bristol, Ace-Bristol, etc., new or second-hand; distributors.—Swanmore Garage, Ltd., 1176, Christchurch Rd., Bournemouth (Southbourne 43544). [C4064]

ACECA: £1,285, 1955 (June), maintained regardless of cost, full history by return, alternative three-seat fitting at £1,315.—Rudds (see other adverts. in this col.). [6266]

A model, 1,000 miles since rewire and overhaul by A.C.; £350, no offers, serious illness reason for sale.—Fancott Arms, Tootingdon, Bedfordshire. Tel. Tootingdon 358. [6316]

1950 A.C. sports saloon, finished in absolutely unmarked black, with red leather interior, fitted all new tyres, chrome Lucas pass lamp, two owners from new, a really magnificent specimen, the director of this company has just returned from a 500-mile journey and the oil consumption is absolutely nil, this car has been maintained in superb condition and regardless of cost, must be seen to be appreciated. £475; taxed yearly.
MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6 Pendleton 3497. [C3000]

A.C. Cars Wanted
ALMOST new A.C. required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8865. [W3016/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

GATEHOUSE MOTORS pay cash for good used A.C. cars.—Highgate Village, London, N.8. Mountview 4444. [W2021]

GOOD A.C. required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

ALFA-ROMEO

ALFA-ROMEO Giulietta sport coupe, carefully used, excellent condition.—Full particulars from Box 5021. [6121]

ALFA-ROMEO, 1930, drop head four-door, 1,950cc, beautiful condition, £185 cash.—41, Falkland Park Avenue, South Norwood Hill, S.E.25. [6167]

SALES & WANTS

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ALFA-ROMEO

BRADSTOCK MOTORS, Ltd., offer:—

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Private Alfa-Romeo Cars Wanted
Private buyer wants 1300 or 1900; price and details to—Box 5070. [6208]

S. MORRIS & Company, 40, Conduit St., London, S.W.1. Reg. 0424 (6 lines). Sole London Distributors.—Urgently require modern Alfa-Romeos. [0948/R]

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1949 tourer, excellent; £225.—35, Kinnerton St., S.W.1. Belgravia 3711. [C3045]

FACTORY-SERVICED Allard cars are your wisest buy.

1951 91 P saloon, £325; drop head coupe, h/c aluminium head, dual carbs., £265.

ALDARDS MOTORS, Ltd., 51 Upper Richmond Rd., Putney, C.W.15. Tel. Vandyke 2533. [0912/R]

£285!!!—1951 Allard saloon, black with beige leather, carefully used, outstanding example.

LAMBS OF WOOD GREEN (established 1897). 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C3052]

1952 K2 Allard (1951 delivery), metallic grey/red, immaculate condition; £350.—Edwards & Marshalls, Winchcombe St., Cheltenham. Tel. 56303. [6185]

Allard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

XXX 1hp price paid for good Allard.—H. P. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

ALDARDS MOTORS (Allard main distributors) buy or exchange Allard cars.—43, Acre Lane, S.W.2. Brixton 6451. [0146/R]

ALVIS

GATEHOUSE offer:—

1952 3-litre Alvis, maroon, heater, radio; £645.

1949 Alvis TA 14 drop head coupe, maroon; £525.

CHOICE of 2 1948 Alvis TA 14 saloons; £450.

1939 Speed 25 grey Charlesworth saloon; £295.—Gatehouse Motors, Ltd., Highgate Village, London, N.8. Mountview 4444. [C2021]

1949 (Nov.) Alvis TA 14hp sun saloon, black/tan, one owner, low mileage, taxed; £465.

THE BLACK HORSE GARAGE, 174-176, Sheep Rd., Richmond Surrey, Richmond 4822-3. [C1116]

1953 (model) Alvis 3-litre saloon, sun roof, radio and heater; £745.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3096]

1938 Alvis 7-seater; £75 to clear.—G. P. Morley, 76, Cambridge Rd., Kingston-on-Thames. Kingston 8885. [C3016]

1949 Alvis TA14 saloon, grey, grey upholstery, heater, beautiful condition; £450 c.n.o.—Tinnis, Milestone, Castle St., Mero, Wiltshire. 15804

4.3 1939 drop head in almost concours condition; £125 to clear the decks.—Rudds, 41, High St., Worthing 7773. [6276]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

1949 grey Alvis TA14, in superb order, engine and steering overhauled, 1,500 miles, 5 new tyres and radio; £525.—Steele, 16, Coniston Rd., Bromley. (5255)

CASS'S MOTOR MART—1952 (June) Alvis 3-litre saloon, black, r. & h., one owner; £625, written guarantee.—5, Warren St., W.1. Euston 4110. (C1040)

BROOKLANDS—Sole London distributors, low-mileage used models in stock—103, New Bond St., London, W.1. Mayfair 8351. Showrooms open 7 p.m. Saturdays 6 p.m. (C1023)

1954 Alvis TC21/100 Grey Lady saloon in superb condition, photograph and price on request. Swanmore Garage, Ltd., 1176, Christchurch Rd., Bournemouth (Southbourne 43344). (C4024)

£444!!!—1948 Alvis 14 convertible, this vehicle must be seen to be appreciated, impeccable original condition magnificent chassis, choice also another 1948 also a 1949 convertible. (C2052)

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TC21/100 Grey Lady, maroon/red, radio, pass lamps, heater, screen washers, wire wheels, dual exhausts, etc.; £1 075.—Chippstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7255/7154. (C1046)

1955 model (November 1954) Alvis 3-litre saloon TC 21/100, black, one owner, small mileage, whitewall tyres, serviced entirely by us and in exceptional condition.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon, Tel. Addiscombe 3056. (C1076)

1949 50 Alvis 14hp 4-door sports saloon, black/red hide interior, radio and heater, taxed, appearance of a new car, cost nearly £1,500, economical and fast; £495, consider part exchange.—14, Bulkington Ave., Wokingham 1839. (C4027)

£498—Alvis 3-litre 1952 series, sports saloon, black/red leather, radio, heater, hot extras, particularly good mechanically, exceptional value, many others we welcome A.A. or R.A.C. exams, hire purchase, exchanges, existing h.p. a/c.s. settled.—Bennetts, 1, Clarendon Road, W.1. Park 5066-7 and 2971. (50) Yds. Holland Park Tube). (C1017)

Alvis Cars Wanted

R **ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Alvis.—Hamstead (Tube), N.W.3. Ham. 6041. (W4016/R)

XXX Top price paid for good Alvis.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. (W2003)

ERIC HAYES, Ltd., will always purchase good post-war Alvis cars.—Tel. Ambassador 5266. 15, Bishopsgate Bridge Rd., London, W.2. (W2035)

GATEHOUSE MOTORS pay cash for good used Alvis cars.—Highgate Village, London, N.6. Mountview 4444. (W2021)

Alvis Spares and Service
Service and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 7662-3-4. 'Grams: Alviscar, Gold, London.

AND at Alvis, Ltd., Service Station, Jobs Lane, off A Broad Lane, Coventry. Tel. Tile Hill 66351. 'Grams: Alvis, Coventry. (0951/R)

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A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2974-5. (0653/R)

LANCASHIRE and Cheshire vans, service and spares specialists. Brabners, Ltd., Brabners, Manchester, Bolton (4080), and 178, Deansgate, Manchester (Deansgate 4507). (0758/R)

AMERICAN CARS

SIMPSON'S offer—

NEW unregistered 1956 (r.h.d.) Ford Fairlane, Fordomatic drive, r. & h., signals, white side wall tyres. Ford r.h.d. Customline, Fordomatic drive.

1955 Plymouth r.h.d. Plaza, automatic transmission, also all extras.

1954 Chevrolet r.h.d. Bel-Air, r. & h., all extras.

1954 Pontiac convertible, r. & h., power brakes and steering, all extras.

1953 Chevrolet drop head convertible, r. & h., all extras.

1953 Ford Country sedan, American shooting brake, r. & h., all extras.

1952 Hudson r.h.d. Hornet, r. & h., all extras.

1952 Buick Special 2-door saloon, r. & h., signals, seat covers.

1951 Ford Tudor saloon, r. & h. and other extras.

1950 Buick Special, r. & h., all extras.

N.W. unregistered 1956 Pontiac Pathfinder shooting brake, r. & h., all extras.

NEW, unregistered 1956 Oldsmobile 99 4-door holiday sedan, equipped with dual range Jet-a-way Hydramatic drive, power-operated brakes, steering and seat, de luxe push-button radio, underseat heater and defrosters and a host of other extras, colour red and white.

NEW, unregistered 1956 Oldsmobile 99 Starline, equipped with dual range Jet-a-way Hydramatic drive, power-operated brakes, steering and seats, de luxe push-button radio, underseat heater and defrosters, and a host of other extras, colour red and white.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. (C4015)

JOE THOMPSON MOTORS, Ltd., offer a selection of late model cars in excellent condition at competitive prices as detailed under Classified heading to be seen at our showrooms at 91/95, Fulham Rd., South Kensington, S.W.3. Ken 4858. (C4023)

AMERICAN CARS

POSTWAR CARS offer

1954 De Soto Firestone V8 4-door sedan, radio and heater, automatic transmission, power steering and brakes, an immaculate car in maroon metallic cellulose; £1,115.

1952 Ford Customs Tudor sedan, 6-cyl. 26 m.p.g., 2-door radio and heater, an exceptional car in black cellulose; £545.

1949 Pontiac Silver Streak 6-cyl. 4-door saloon, heater, black and chrome, in excellent condition; £385.

1947 Ford Customs V8 de luxe 4-door sedan, black and chrome, a bargain; £240.

PART exchange welcome; immediate hire purchase and insurance; genuine after sales service.

POSTWAR CARS, 456-439, Lady Margaret Rd., Southall, Middx. Tel. Waxlow 5028. (C5108)

American Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American car buyers; outright purchase or part exchange.—345, High Rd., Wembley 8691/3903. (W4015)

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (ad), Leicester Sq. Tube Stn.), London, W.C.2. Temple Bar 3588. (C1046)

ARMSTRONG SIDDELEY

P **&** **J** **PASS & JOYCE**, the Armstrong Siddeley people, offer a miscellaneous selection of used Armstrong Siddeley Saphires ranging in price from £295.

ALL these cars have been carefully inspected by our specialist mechanics and are covered by our 4 months' guarantee.

1956 Armstrong Siddeley Saphire 236 saloon, Manumatic gear box, overdrive, radio, one owner, cream and black with red interior; £1,295.

1956 model Armstrong Siddeley Saphire limousine, automatic transmission, ride control, one owner, black with black leather and beige cloth interior; £3,450.

1955 Armstrong Siddeley Saphire saloon, automatic transmission, radio, one owner, Langham grey, and Corinthian green with beige interior; £1,325.

1954 Armstrong Siddeley Saphire saloon, synchromesh gear box, one owner, duo green with green leather; £935.

1947 (December) Armstrong Typhoon saloon, black with tan interior; £245.

LET us quote part exchange prices and demonstrate the typical Pass & Joyce used car to you.

WE are the largest Saphire distributors.

PASS & JOYCE, 184, Great Portland St., W.1. Museum 1001. (C3039)

ARNES OF ALBEMARLE STREET offer—

1955 Armstrong Siddeley Saphire automatic, blue/silver grey, radio, heater, low mileage, immaculate; £1,135.

1947-48 Armstrong Lancaster, exceptionally good condition; £355.

ALL the above cars carry our 3 months' guarantee.

SHOWROOMS: 28, Albemarle St., W.1. Hyde Park 3523.

SPARES and service: Steeles Rd., Haverstock Hill, N.W.3. Primrose 4467. (C1109)

A1 at Brown's.

1956 model Armstrong Siddeley Saphire saloon, automatic transmission, power steering, finished in dual grey with red interior, heater, radio, 8,000 miles only, chauffeur kept and almost as new; cost £2,200, first £1,595 secure.

W. J. BROWN, Ltd., 559, Finchley Rd., N.W.3. Ham. 2284. (C1025)

CAR MART, Ltd.

£1095—Armstrong Siddeley Saphire saloon, pre-selector, heater, registered February 1955.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (C1039)

PEDIGREE CARS offer—

1955 Armstrong Siddeley Saphire synchromesh saloon, elephant grey, red leather upholstery, absolutely as new throughout, fitted H.M.V. press-button de luxe radio, etc., wonderful value at £975.—320-2, Euston Rd., N.W.1. Euston 7888. (C3095)

BROADWAY MOTORS, Hounslow, offer—

£1295—1955 Saphire saloon, duo tone grey, red interior, radio, heater, power steering, efficient throughout.—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/9309. (C1113/1)

BROADWAY MOTORS, Hounslow, offer—

£795!!—1954 Armstrong Saphire saloon, choice of 2 low mileage specimens.—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/9309. (C1113)

CHARLES FOLLETT, Ltd., official Armstrong Siddeley retailers, offer—

1954 (Oct.) Armstrong Saphire automatic gear box saloon, black, one owner, radio, twin carburetors, twin exhaust system; £1,095.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. (C8010)

1950 2.3-litre Armstrong Siddeley drop head coupe, perfect condition; £300.

J. BURNS, Ltd., Chadwell Heath, Essex. Tel. Ilford 0166. (5421)

1952 Armstrong Hurricane, blue and blue leather, radio, heater, good condition; £425.—John Gray, 20, Hermitage Lane, N.W.3. Speedwell 1242. (C3026)

ARMSTRONG SIDDELEY

GUY SALMON

THE Armstrong Siddeley specialists, for sales, service or advice on these fine cars.

FULL range of new Saphires for inspection and trial.

OFFER the following examples:—

1956 (July) Armstrong Siddeley Saphire 234 saloon, duo green, 2,000 miles only, overdrive, sunshade roof, twin foglamps, H.M.V. radio, wing mirrors, absolutely as new; £1,385.

1955 (July) Armstrong Siddeley Saphire 7-passenger limousine fitted face-forward occasional seats, but no division, 12,000 miles, radio, original spare tyre unused, one owner, cost new £2,900; offered at £1,795.

1955 Armstrong Siddeley Saphire saloon, automatic gear box, radio, etc.; £1,250.

1955 (June) Armstrong Siddeley Saphire 346 saloon, radio, one owner only, chauffeur kept, immaculate condition throughout; £1,075.

1953 (Sept.) Armstrong Siddeley Saphire saloon, nominal mileage, black/beige leather, synchromesh gear box, one owner, extremely good value at £795.

1951 Armstrong Siddeley Lancaster saloon, black/brown hide, 22,000 miles only, immaculate condition throughout; £555.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

1955 Saphire, synchromesh gear, radio and heater, one owner, absolutely as new; £1,050.—Hounslow 5478. (C1207)

1955 Armstrong Siddeley Saphire saloon, synchromesh, 8,000 miles, immaculate; £1,175.—19, Ravenswood, Burnham-on-Crouch. Tel. 3148. (G119)

1954 Saphire, black/red, pre-electric, one owner, 20,000 miles; £895.—Dunham & Halsall, Castle St., Luton 2100/1. (C1079)

1948 Armstrong Lancaster saloon, black and grey, heater, taxed, twin spots, all good tyres, mechanically perfect; £299/9s.

1946 new hood and tyres, heater, spot light, Regency covers, taxed year, a bargain at £299/9s; terms, exchanges welcomed.

C. A. T. MOTORS, 56, Warren St., W.1. Euston 1926. Primrose 3232. (6587)

1952 Armstrong Siddeley Saphire, radio and heater; £725.—Jacquet, Ltd., 225-7, Hamersmith Rd., London, W.6. Tel. Riverside 6677-5. (C2043)

1953 Armstrong Whitley, black, synchromesh gear box, heater, low mileage, excellent condition; cost over £1,400; £525.

JOHN CAMPBELL MOTORS, Ltd., 415, Holloway Rd., N.7. Tel. North 4441. (C1036)

CASS'S MOTOR MART—1953 (May) Armstrong Whitley, grey, r. & h., genuine 27,000 miles, outstanding condition; £575; written guarantee.—5, Warren St., W.1. Euston 4110. (C1040)

1946 Armstrong Hurricane coupe, maroon, cream wheels, blue hood and leather to match, radio and heater; £290; exchanges, terms.—Brey Motors, 184, West End Lane, N.W.6. Hamstead 6490. (C1024)

1952-53 Armstrong Whitley saloon, black/brown leather, one careful owner, excellent all-round condition; £425; terms, exchanges.—Motor House, Skoulton, nr. Worcester. Tel. Fropton 2175. (6158)

1947 Armstrong Typhoon sports saloon, reconditioned engine, immaculate condition, wire wheels, taxed, £250 terms and exchanges.—Harrison, Four Seasons Garage, 601-609, Kings Rd., S.W.6. Repton 4492. (C3059)

SIDDELEY Special Six saloon, 1937, superb example of this fabulous coachbuilt masterpiece, £250 just spent on engine and gear box (bills available), excellent tyre condition; car; £125, no offers.—Tel. Barnet 9834 to 9837. (6294)

1950 (August) Whitley synchromesh gear box, grey, red upholstery, fog, screen washers, well serviced and maintained low mileage; £375.—Woodhall Garages, Ltd., Woodhall Spa, Lincs. Woodhall 2157. (6192)

Armstrong Siddeley Cars Wanted
Almost new Armstrong required immediately.—Morley, 78, Cambridge Rd., Kingston. 9885. (W3016/R)

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

XXX Top price paid for good Armstrong Siddeley. H. F. Edwards 154, Great Titchfield St., London, W.1. Langham 0012. (W2003)

ARNES OF ALBEMARLE ST., the Armstrong Siddeley specialists are ready buyers of good Armstrongs.—28, Albemarle St. Tel. Hyde Park 9323. (W1109)

Armstrong Siddeley Spares and Service
AROOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY specialists; complete overhauls and engineering service; 48-hour exchange engine and gear box services, quick guaranteed services by specialists; trade and retail.

PRESELECTOR gear boxes, exchanges, reconditioning 48-hrs.—Aroot Eng. Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken 7501 and 7321. (0644/R)

PASS & JOYCE, Ltd., 27, Peter St., Manchester, 2, have large stocks of spares, reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6151. (0802/R)

PASS & JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the official London Armstrong Siddeley service station for all after-sales service and spare parts; works.—The Hyde, Edware Rd., Hendon, N.W.9. Colindale 5431. Armstrong Siddeley Motors, Ltd., Furley Way, Croydon, Surrey. (0760/R)

ASTON MARTIN
GUY SALMON AUTOMOBILES, offer:—

1956 Aston Martin DB2-4 3-litre Mark 3 saloon, moonbeam grey/red leather, radio, 5,000 miles only; £2,350.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ASTON MARTIN
official distributors offer the largest selection of cars in the country.
See Display Panel on page 27.

HW MOTORS, Ltd.—George Abecassis, Walton-on-Thames 2404-5-6. (4690)

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—
1951 DB2 saloon, fully modified, exceptionally fast, radio, extra seat, black with grey leather; immaculate; £1.195. (C1001)

1956 Aston Martin Mk II 3-lit. DB2-4 D.H.C., blue, Al-Fin drums, 4,500m. (C1001)

1955 Aston Martin 3-lit. DB2-4 saloon, crimson, well maintained, low mileage. (C1001)

1953 Aston Martin 2.6-lit. DB2 saloon, grey. (C1001)

BROOKLANDS, 103, New Bond St., London, W.1. Mayfair 8351; showrooms open until 7 p.m. Saturdays 6 p.m. (C1029)

1954 Aston Martin DB2-4, 18,375 miles; £1,750.—Jarvis & Sons, Ltd., Morris House, Morden Rd., S.W.19. Liberty 8221. (C2098)

1954 DB2-4 3-litre, chrome wheels, Al-Fin drums, many extras, works maintained, immaculate; £1,950.—Tolworth Motors, Ltd., Kingston-By-Pass, Tolworth, Elmbridge 2254. (C2098)

J. H. BARTLETT, the Aston Martin buyers, offer:—
Aston Martin DB2 special works Le Mans coupe, 2850; Aston Martin DB3, 140mph competition 2-wheeler, 2850.—27, Penbridge Villas, W.11. (C1013)

1954 DB2-4 saloon, Vantage engine, Al-Fin brakes, fitted radio and heater, 18,000 miles, full history available, black with champagne upholstery; offered at £1,650. (C1013)

SPECIAL MODELS (Brian Finlayson), 54, Warren St., Euston Rd., W.1. Euston 2156, after 6 Livingstone 7777. (C2104)

DB2-4 saloon, 1954, black, maintained at works, 24,000, but would pass for 8,000, new K tyres last week, this is a beauty! £1,995; h.p. and exchanges.—Jones Garage, Eyston, Leics. Eyston 86257. (C1013)

DB1 drop head, recent new engine, ivory, paint lamps, new leather-type hood, excellent condition; £875.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.5. Flaxman 0059/7253/7154. (C1046)

Aston Martin Cars Wanted

GENUINE private buyer requires immaculate low mileage 1935/56 Aston-Martin saloon.—Box 4955. (C1015)

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Aston Martin.—Hamstead (Tube), N.W.1. Ham. 6041. (W4018/R)

ASTON MARTIN DB2-4, private buyer requires 1956 low-mileage car, please send full particulars and lowest cash price.—Box 5046. (C2095)

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.—Spares sales and service for pre-war Austons.—Old Windsor, Windsor 2003. (0799/R)

AUSTIN A30

BENTALLS, Ltd.
1955 Austin A30 2-door saloon, blue, beige upholstery, heater; £465.—Kingston-on-Thames, Kingston 1001. (C1093)

CAR MART, Ltd.
SOLE London Austin distributors.
1955—56 Austin A30 2 and 4 doors; a selection from £440. (C1093)

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (C1093)

CAR MART, Ltd., 16, Uxbridge Rd., W.5. Ealing 6600. (C1093)

MANN EGERTON.
1956 Austin A30 2-door saloon, green, heater, radio, spotlights, etc. 5,000 miles; £535. (C2006)

MANN EGERTON, 14, Berkeley St., W.1. Hyde Park 2073. (C2006)

L. F. DOVE, offer:—
1955 Austin A30 4-door saloon, 12,000 miles, heater, blue, beige interior; £465.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. (C1077)

ELM AUTOSALES (MORDEN) offer:—
1955 model Austin A30 4-door saloon, one owner, 7,000 miles only, spare unused, obviously like new; £465.—28-30, Abbotsbury Rd., Morden, Mitcham 7122. (C2087)

JACK BOND (West End branch) offer:—
£465.—A30, 1956, 4-door, negligible mileage. (C4079)

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Baywater 5929 and 8350. (C4079)

BROADWAY MOTORS, Hounslow, offer:—
£475—A30 Countryman, grey, one owner, only 9,000 miles, unmarked.—Hanworth Rd., Hounslow, Middx. (2 mins. Hounslow East Tube), Middx. 0175/9309. (C1113)

BROADWAY MOTORS, Hounslow, offer:—
£25 under list, new A30 saloons, choice of colours, drive away for £160 deposit.—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/9309. (C1113/1)

HENLYS offer with 4 months' guarantee:—
1955 Austin A30 Countryman, heater, one owner, green with beige interior; £535. (C1093)

HENLYS, Ltd., Parkway, Regents Park, N.W.1. (C1093)

J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—
1956 Austin A30 2-door grey saloon, heater, etc., 5,000 miles only, taxed; £495.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield 1631. (C4008)

AUSTIN A30

A30 4-door saloon; £410.—Hounslow 2151. (C366)

£50 reduction on new A30 2- and 4-door saloons. (C366)

Below:—
£445—(July) A30 2-door, green, 8,000 miles.—Below:— (C366)

£390—1954 (March) A30 2-door, black, one owner.—Vandervells Bros., Ltd., 215, Haverstock Hill, N.W.3. Primrose 4461. (C366)

1954 Austin A30, black/red, heater; £425.—Odeon Motors Ltd. Bar. 1144. (C3028)

1955 A30, 2-door, black, red upholstery, heater, etc., recorded mileage 4,454; £465. (C3028)

1956 A30, 2-door, Chelsea grey, red upholstery, recorded mileage 1,131; £495. (C3028)

1955 A30, 4-door, black, red upholstery, recorded mileage 8,994; £465. (C3028)

1956 A30, 4-door, Tweed grey, red upholstery, recorded mileage 6,004; £485. (C3028)

1956 A30, 4-door, Tweed grey, red upholstery, recorded mileage 6,004; £485. (C3028)

H. FINCHLEY, N.12, Hillside 5272 (8 lines). (C4092)

1954 Austin A30 2-door saloon, fitted with heater, excellent body and mechanical order; £410. (C4092)

1955 Austin A30 4-door saloon, heater, one owner, kept in perfect condition; £445. (C4092)

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. (C2008)

£435—1955 Austin A30 de luxe saloon, one owner, as new, choice 2. (C2008)

LAMBS OF WOOD GREEN (established 1897). 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. (C2052)

SPECIAL offer:—1956 new unregistered A30 saloon, grey, red interior; 6 months' guarantee; £505. (C2052)

X. L. SERVICE STATION, Kingston Vale, S.W.15. (C4060)

1955 Austin A30 2-door saloon, black, red leather, fitted heater, wing mirrors, rim caps, etc.; small mileage, immaculate; £450. (C4060)

COLAREN & COX, 928, High Rd., North Finchley, N.12. Hillside 0560/6307-9. (C3083)

1955 A30, 4-door, heater; £425.—Davies Car Centre, Ltd., 22-24, Horn Lane, London, W.3. Acorn 2273/3444. (C1120)

ONE only left, new unregistered A30 saloon, list price £541 reduced to £499.—Pinner Motor Co., Ltd. Tel. Pinner 456. (C3105)

1954 Austin A30 saloon, black and red, heater, 3,000 miles, one owner; £445.—Regent Lion Group, 26, Queensway, W.2. Baywater 0136. (C1015)

1953 4-door saloon, black, heater, exceptional; £375.—Davies Motors, Ltd., 273, London Rd., Staines. Tel. 4211-5. (C1080)

1954 Austin A30, black, beautifully maintained; £400.—Smith and Hunter, 376, Kensington High St., W.14. Western 3212. (C4019)

ALEXANDER Laystall Hi-Power conversions for economy and for date sheet road tests. (C4019)

ALEXANDER ENGINEERING CO., Ltd., Haddenham, Bucks. Tel. Haddenham (Bucks) 345. (C1094)

1955 Austin A30 low mileage 2-door saloon, black with red upholstery; £435; terms, exchanges.—Chelsea Cars, 363, Fulham Rd., Chelsea, S.W.13. Flaxman 2661. (C1115)

1954 Austin A30 2-door saloon, heater, spot lights, 12,000 miles, one owner, guaranteed; £385. Exchange and terms.—Palmer, 3, Russell Garden Mews, Kensington, W.14. Park 9704 and 8968. (C3034)

PRIDE & CLARKE—1956 Austin A30 4-door saloon, 4,000 miles, heater; £479; 1955 2- and 4-door, low mileage, heater, from £419; 1954 2- and 4-door, heater, from £389.—Stockwell Rd., S.W.9. Brixton 6251. (C3068)

425 gns.—Austin A30 1954 saloon, one owner, 10,000 miles, spare unused; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. (C4018)

1955 Austin A30 saloon, Reef blue, fitted heater, overriders, swivelling quarter lights, etc., one owner; £440.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 2411. (C2019)

1954 Austin A30, black with light brown upholstery, heater, wing mirrors, immaculate condition; £415; h.p. terms and part exchanges.—Phillips Motors, 77, Chas. Farm Rd., N.W.1. Primrose 6666. (C3106)

1955 (Feb.) A30 4-door, black, brown interior, one owner, fitted heater, 16,000 miles, spare unused, immaculate; £455; exchanges welcomed.—Bradbury of Cricklewood, Edgware Rd., N.W.2. Gl. 1194. (C214)

1955 (December) Austin A30 4-door saloon, green, fitted heater, 3,000 miles only, in new condition throughout; £465.—Coles Garages, Ltd., 42, Worples St., Wimbledon 0195 and 98/98, Ewell By-Pass, Ewell 2393. (C1054)

NEW Austin A30 saloons, taxed and insured, ready to drive away; exchanges welcomed—any car accepted as whole or part deposit, balance over 24 months; tax and insurance included in terms.—Pride & Clarke, Stockwell Rd., S.W.9. Brixton 6251. (C3068)

AUSTIN A30 4-door saloon in reef blue with fawn upholstery; this vehicle has done only 8,000 miles and its condition is equal to new in all respects, the coachwork is unmarked, fitted with heater, one owner from new, date of original registration, 30th September, 1955; £445. (C3106)

£385.—Unrepeatable offer, Austin A30 4-door saloon, black with brown upholstery, one owner, complete with heater, this vehicle can only be described as immaculate, one owner from new who has had the car regularly maintained, date of original registration, 8th October, 1954. (C3106)

HIRE purchase available, part exchange considered. H.—Cherfield Motors, Ltd., 115, Regents Park Rd., N.W.1. Pr. 6644. (C246)

Top price paid for good Austin A30.—F. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. (W2001)

Austin A30 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A30 cars and will pay attractive prices for those in exceptional condition. (0952/R)

CAR MART, Ltd., 382, Streatham High Rd., S.W.16, Streatham 0054. (0952/R)

ALMOST new A30 required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. (W3016/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hamstead (Tube), N.W.1. Ham. 6041. (W4018/R)

AUSTIN EIGHT

AZ MOTORS offer beautiful 1947 8 4-door de luxe saloon; £265.—Palmerston Rd., N.W.6. Mai. 4723. (C1011)

1946-7 Austin 8 saloon, heater, radio; £265.—Norman Autos, 344-354, London Rd., West Croydon. Tel. Thornton Heath 4637. (C3098)

Austin Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hamstead (Tube), N.W.1. Ham. 6041. (W4018/R)

AUSTIN TEN

£285—1947 Austin 10 de luxe saloon, bargain price, choice 2. (C1011)

LAMBS OF WOOD GREEN (established 1897). 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. (C2052)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales division offer:—
1948 Austin 10 saloon; £275.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

Austin 10 de luxe saloon, one owner; £400.00 miles genuine, excellent; £280, offers.—27, Second Avenue, Stoke, Coventry. (B197)

1939 Austin 10, spare engine, loose covers, excellent condition; £165.—12, Third Rd. of Way, Hatfield. (B177)

265 gns.—Austin 10 (October 1946) saloon, sliding head, heater, one owner, reconditioned engine; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. (C4018)

Austin Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hamstead (Tube), N.W.1. Ham. 6041. (W4018/R)

AUSTIN A40

BENTALLS, Ltd.
1953 Austin A40 Somerset, beige/brown upholstery, sliding head, heater; £475.—Kingston-on-Thames, Kingston 1001. (C1093)

RAYMOND WAY OF KILBURN.
1954 Austin A40 4-door de luxe saloon in mist green, with brown leather upholstery, one careful owner since new, fitted heater, strongly recommended; £499. (C4092)

OPEN 9 a.m. to 8 p.m., 6 days a week.—Maida Vale 6044. (C4046)

H. A. SAUNDERS, Ltd., offer:—
1954 A40 convertible coupe, black, red upholstery, rec. mileage 17,953; £485. (C1115)

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). (C4092)

WARWICK WRIGHT, Ltd., offer:—
1954 Austin A40 convertible coupe, blue, blue upholstery, radio and heater, 10,000 miles; £395. (C4045)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761; Lords Court, St. John's Wood Rd., London, N.W.6. Cunningham 4481. (C4045)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.
1951 Austin A40 saloon, sun roof, etc.; £395. (C1006)

MARLBOROUGH Works, 609, Kenton Rd., Kenton, Harrow. Tel. Wordsworth 7805. (C1006)

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—
1949 Austin A10 saloon, excellent condition; £385.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. (C4009)

1955 Austin A40 saloon, heater, one owner, blue with blue interior; £635. (C3009)

PASS & JOYCE, 184, Great Portland St., W.1. Museum 1001. (C3009)

£515—1954 Austin A40 de luxe saloon, magnificent specimen, only wants seeing. (C3009)

£485—1953 Austin A40 saloon, one owner, 28,000 miles, beautiful car. (C2052)

LAMBS OF WOOD GREEN (established 1897). 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. (C2052)

1953 Austin A40 Somerset saloon, de luxe model, one owner, carefully used; £465. (C2052)

1955 Austin A40 Cambridge saloon, fitted heater and latest winding windows, in very good order; £254. (C2052)

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. (C2008)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales division offer:—
1952 Austin A40 Somerset; £375.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

1952 Austin A40 genuine Countryman, fawn with heater, very attractive; £390. (C1094)

MICHAEL CHRISTIE MOTORS, Biester Rd., Aylesbury, Bucks. Tel. 4727. (C1094)

1952 Austin A40 Somerset, heater, road lamp, 29,000 miles only; £435.—Haston Cross Garage, Feltham 2176. (C2095)

1953 Austin A40, grey/blue, one owner, in very fine condition; £475.—Brent Cross Garage, Hendon Way, N.W.4. Eps. 1196. (C1017)

1954 Austin A40, black, red interior, one owner, fitted heater, exceptionally clean motor car; £495; exchanges welcomed.—Bradbury of Cricklewood, Edgware Rd., N.W.2. Gl. 1194. (C214)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

1953 Somerset saloon, black, heater, one owner, splendid throughout; £475.—Davies Motors, Ltd., 273, London Rd., Staines, Te. 4211-5. [C1080]

1953 Austin Somerset saloon, green, brown interior, heater, just overhauled; £425.—Pari-vale 7366. [C6099]

1954 Austin A40 convertible, green, green leather interior, fitted heater, one private owner; £495. [C4004]

R. S. CURRIE & Co., Ltd., 105, Westbourne Grove, W.2. Baywater 0085. [C1095]

1950 Austin A40, grey, very sound and clean; £375.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

1955 Austin A40 van, green, exceptional condition, one owner; £375.—H. A. Saunders, Ltd., Austin House, Highfield, N.W.11. Speedwell 0011. [C4004]

1948 A40 Dorset, recently repainted and in perfect order throughout; £310.—Bruce France, 8a, Cromwell Mews, South Kensington. Flaxman 0513. [C2096]

1948 (December) Austin A40, one owner, grey/black, excellent condition; £335.—H. Pops & Sons, Ltd., 39, Ballards Lane, Finchley, N.3. Finchley 0113-6. [C3543]

1953 Austin A40 Somerset saloon, sliding roof, 21,000 miles, heater, one owner; £485.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3533. [C1083]

S.E.P.T., 1955, Austin A40 Somerset drop head coupe, heater, one owner, truly superb condition; £485.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068]

1949 Austin A40 Devon saloon, black, sun roof, heater, one owner, taxed, guaranteed; £350; terms, exchanges.—Newbury Cars, Muswell Hill, N.10. Tudor 3364. [C3102]

1954 model A40 Somerset drop head, nice appearance, any trial; £415; note the reasonable price! Terms, exchange.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 6159. [C1085]

£365—Austin A40 1949, unusually good appearance, 100% tyres, heater, etc.; choice 5; many others. We welcome A.A. or R.A.C. exams; hire purchase, exchanges; existing h.p. accounts settled. [C1017]

BENMOTORS, 1, Clarendon Rd., W.11 50 yds. Holland Park Tube). Park 5066-7 and Park 2971. [C1017]

315 gns.—Austin A40 1949 Devon saloon, Cambridge blue, blue leather, heater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Austin A40 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A40 cars and will pay attractive prices for those in exceptional condition. [C1095/R]

CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6900. [C1095/R]

ALMOST new A40 required immediately.—Morley, 76, Cambridge Rd., Kingston 8885. [C4004]

XXX Top price paid for good Austin A40.—H. P. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2005]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTIN A50

CAR MART, Ltd., London distributors, are anxious to purchase Austin A50 cars and will pay attractive prices for those in exceptional condition. [C1095/R]

CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6900. [C1095/R]

ALMOST new A50 required immediately.—Morley, 76, Cambridge Rd., Kingston 8885. [C4004]

XXX Top price paid for good Austin A50.—H. P. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2005]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A50.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

1955 series (Nov., 1954) A50 de luxe, one owner, blue/beige, 19,000, heater, covers; £585.—The Black Horse Garage, 174-176, Sheen Rd., Richmond, Surrey. Richmond 4622-3. [C1019]

1955 Model Austin A50 saloon, blue, heater, clock, etc., excellent car; £575.—Walton-on-Thames Motor Co., Ltd., Walton-on-Thames 200. [C6085]

ALEXANDER Laystall Hi-Power conversions for A50, amazingly improved performance and economy; send for data sheet and road tests. [C1094]

ALEXANDER ENGINEERING CO., Ltd., Haddenham, Bucks. Tel. Haddenham (Bucks) 345. [C1094]

1956 model A50 Cambridge saloon, 19,000 miles only; £695.—Hutton Cross Garage, Fulham, S.W.14. [C2092]

£595—1955 model A50 de luxe, blue leather, 17,000 miles only, and in really excellent condition; spare unused. [C3011/A]

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. [C3011/A]

1955 model Austin A50, one owner, spotless; £570.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

ARCHIE SIMONS & Co., Ltd.—1955 Austin A50 de luxe, colour black, maroon leather upholstery, fitted heater, 10,000 miles only, immaculate; £615.—83, Ot. Portland St., W.1. Lan. 1343. [C4015]

1956 Austin A50 de luxe, black, brown leather, 2,000 miles only, car as new and with many extras, guaranteed; £745.—Bells Service Garages, Austin Agents, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016]

1956 Austin A50 Cambridge, de luxe, export model, one owner, 7,000 miles, radio, heater, etc., saving of £180 at £665; h.p., 3 months' guarantee.—Premier Motors, 295, Lewisham High St., S.E.13. Lee Green 1051. [C3063]

AUSTIN A50

£585!!!—Austin A50, ivory white with red leather, one of the most attractive offered, with many extras; if the speedometer read 5,000 you could believe it genuine as it's one of the most superb and magnificent vehicles we have had. [C2052]

LAMBS OF WOOD GREEN (Established 1897): 100 guaranteed cars; exchanges; hire purchase. 421-423, High Rd., Finchley, Finchley 6222. [C2052]

Austin A50 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A50 cars and will pay attractive prices for those in exceptional condition.—Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C0058/R]

ALMOST new A50 required immediately.—Morley, 76, Cambridge Rd., Kingston 8885. [W3016/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A50.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTIN TWELVE

1947 Austin Twelve black/brown leather upholstery, very good condition throughout; £245; h.p. terms and part exchanges.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6666. [C3106]

1947 model Austin 12 de luxe, black, excellent condition throughout; £265; h.p. terms and part exchanges.—E.R.C. Services, 5, Summerland Gdns., Muswell Hill, N.10. Tudor 8073, Fitzroy 0293. [C2095]

Austin Twelve Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTIN SIXTEEN

DICKS, 1949 Austin 16 saloon, superior condition; £295. [C1072]

DICKS CAR SALES, Ltd., Exeter Rd., Kilburn, N.W.5. Gladstone 6304. [C1072]

A & S Ltd., Austin Hirecars. See under Limousines column. [C1096]

ALPE & SAUNDERS LTD. (Limousines Purchased). Providence Court, North Audley Street. (Near Selfridges), Mayfair, 281. [C1096]

£325!!!—1949 Austin 16 de luxe saloon, two owners, chauffeur driven, immaculate car. [C2052]

LAMBS OF WOOD GREEN (established 1897). 100 guaranteed cars; exchanges; hire purchase. 421-423, High Rd., Finchley, Finchley 6222. [C2052]

HEARSES? Brochures available. We build deck on heater, on the 16 chassis; inspection invited. [C10102]

ALPE & SAUNDERS (COACHBUILDERS), LTD., Station Approach, Kew Gardens, Richmond 1161. [C10102]

£245!!!—1947 16 saloon, good car; also 1948 at £260; immediate delivery; terms.—Traynor Motors of East Ham, Tel. Grangewood 2530 and 5854. [C2052]

£235—1948 Austin 16 saloon, black, heater, excellent condition.—Haverstock Garage, 50, Haverstock Hill, N.W.3. Gulliver 2422. [C2093]

HIRECAR Limousine, March 1952, heaters, one private owner, reasonable mileage, exceptional condition; £595. [C2093]

JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1. Welbeck 1124. [C1103]

£298—Austin 16, 1948, a superb example, heater, radio, tip-top mechanically; many others; we welcome A.A. or R.A.C. exams, hire purchase, exchanges, existing h.p. accounts settled. [C1017]

BENMOTORS, 1, Clarendon Rd., W.11 (50 yards Holland Park Tube). Park 5066-7 and Park 2971. [C1017]

225 gns.—Austin 16 1946 saloon, sliding head, heater, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1948 Austin 16 (registered '52), black, heater, taxed, excellent condition throughout; £260; h.p. terms and exchanges.—E.R.C. Services, 5, Summerland Gdns., Muswell Hill, N.10. Tudor 8073, Fitzroy 0293. [C2095]

1948 Austin 16, black, brown leather upholstery, very clean condition throughout, excellent mechanical order; £245; h.p. terms and part exchanges.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6666. [C3106]

AUSTIN hire car, taxi-type, August 1956, 1,000 miles only, purchased for company director, since taken delivery larger car; waiting time on this type of vehicle 3-4 months; accept £100 under list price o.n.o.; letters only.—T. Sullivan, 5, Ravensdale Gdns., Hounslow. [C232]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTIN EIGHTEEN

1939 Austin 18 Iver 7-seater limousine, original coachwork, recent overhaul, immaculate condition; £255.—Hazell's Garage, Chessham Rd., Amersham. Tel. Amersham 1277. [C6345]

AUSTIN A70

H. BEART & Co., Ltd., offer:—**1953** Austin A70 saloon, finished black, in nice condition throughout; £465.—102, Edgware Rd. and High St., Kingston-on-Thames. Kingston 3348. [C1081]

JACK BOND (West End branch) offer:—**£395**—A70, 1953, one owner. [C1081]

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Baywater 5929 and 8330. [C4079]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—**1953** Austin A70 saloon, one owner, taxed, excellent condition; £449.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield 1631. [C4005]

1953 model A70 Hereford, beige/brown, heater, etc., recent cash overhaul; £395. [C1116]

THE BLACK HORSE GARAGE, 174-176, Sheen Rd., Richmond, Surrey. Richmond 4622-3. [C1116]

AUSTIN A70

HEARSES? Brochures available. We have a Deck Hearse on the A70 chassis; inspection invited. [C10102]

ALPE & SAUNDERS (COACHBUILDERS), LTD., Station Approach, Kew Gardens, Richmond 1161. [C10102]

1952 A70 saloon, heater, magnificent, guaranteed; £350.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. [C4078]

1953 Austin A70 saloon, black with brown upholstery, one owner only, sun roof, excellent condition; £425. [C1094]

MICHAEL CHRISTIE MOTORS, Bleasdale Rd., Aylesbury, Bucks. Tel. 4727. [C1094]

1953 Austin A70; £445.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 01077. [C1077]

1952 Austin A70 exceptional condition; £395.—Jacquier, Ltd., 223-7, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043]

1952 (April) Austin A70 saloon, one owner, excellent condition, reconditioned engine and gear box; £425.—Salmons Garages, Ltd., Temple Bar 3358. [C2043]

AZ MOTORS offer beautiful one-owner 1954 Hereford sun saloon, unreparable opportunity, £475. Also 1950 Countryman £299!—Palmerston Rd., N.W.6. Mal. 4723. [C1011]

1954 A70, black with red trim, one owner from new; £450; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2085]

£445!!!—1953 Austin A70 Hereford saloon, in specimen condition throughout, black, brown interior, waxed and used privately since new by one owner, excellent tyres, heater, etc. [C2085]

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1093]

1953 (Oct.) Austin A70 Hereford, black, brown interior, heater, one owner, beautifully maintained, £455; terms, exchanges.—Atlanta Service Station, 79/81, New Kings Rd., Fulham, S.W.6. Re-nown 1183. [C1123]

1953 (July) Hereford de luxe model, sun roof, brown interior, heater, one owner, recorded mileage 28,000, exceptionally nice motor car; part exchange welcomed; £420.—Bradbury of Cricklewood, Edgware Rd., N.W.2. Glia. 1194. [C211]

Austin A70 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A70 cars and will pay attractive prices for those in exceptional condition. [C1095/R]

CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6900. [C1095/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTIN A90

CAR MART, Ltd., London distributors, are anxious to purchase Austin A90 cars and will pay attractive prices for those in exceptional condition. [C1095/R]

SOLE London Austin distributors. [C1095/R]

£495—Austin A90 Atlantic saloon, radio, heater, registered July, 1952. [C1095/R]

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1095/R]

G. S. HALL offer:—**£645**!!!—1955 A90 de luxe saloon, black, red leather, one owner and only 9,000 miles; trade enquiries invited.—302, King St., Hammersmith, W.6. Riverside 2881. [C2100]

DENHAIS GARAGE (ESHER), Ltd., offer:—**1956** Austin A90 de luxe saloon, as new condition throughout, one fastidious owner, matching Regency seat covers, 8,000 miles only, underseals; £755.—Esher, Surrey. Tel. 2021. [C119]

1952 Austin A90 Atlantic, blue, new tyres, radio, excellent condition; £450. [C3099]

THE ONSLow MOTOR CO., Ltd., 28, Onslow St., Guildford. Guildford 6727-8. [C3099]

AZ MOTORS offer 1953 Atlantic hardtop; £451.—Palmerston Rd., N.W.6. Mal. 4723. [C1011]

ALEXANDER Laystall Hi-Power conversions for A90; gives equal performance to A105; send for data sheet and road tests. [C1094]

ALEXANDER ENGINEERING CO., Ltd., Haddenham, Bucks. Tel. Haddenham (Bucks) 345. [C1094]

1950 Austin A90 convertible, power hood, excellent condition throughout; £385.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068]

1951 Austin A90 Atlantic, radio, heater, 4cc rim-bellishers, superb performance and condition, must be seen; at £445.—Gardner & Co. (Hendon), Ltd., Sonny Hill 3359. [C2074]

1951 model A90 convertible, power hood, radio and heater, bottle green, natural hide; £395; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

Austin A90 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A90 cars and will pay attractive prices for those in exceptional condition.—163, Bromley Rd., Catford, S.E.6. Hither Green 6111. [C0059/R]

AUSTIN A90 (6-cyl.)

CAR MART, Ltd., London distributors, are anxious to purchase Austin A90 cars and will pay attractive prices for those in exceptional condition.—163, Bromley Rd., Catford, S.E.6. Hither Green 6111. [C0059/R]

SOLE London Austin distributors. [C1095/R]

1955—56 Austin A90 Westminster de luxe; a selection from £660. [C1095/R]

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly), Grosvenor 3434. [C1095/R]

CAR MART, Ltd., 163, Bromley Rd., S.E.6. Hither Green 6111. [C1095/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A90 (6-cyl.)

H. BEART & Co., Ltd., offer:—

1955 Austin A90 Westminster de luxe saloon, finished in green with green upholstery, genuine 13,000 miles, and excellently maintained by one owner since new; offered with B.M.C. warranty; £645.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1061]

H. A. SAUNDERS Ltd., offer:—

1956 Austin A90 Westminster de luxe, beige, beige upholstery, heater, recorded mileage 7,020; £765.

1955 Austin A90 Westminster de luxe, blue, blue and beige upholstery, radio, heater, recorded mileage 10,140; £695.

A. SAUNDERS Ltd., 836-842, High Rd., North Finchley N.12. Hillside 5272 (8 lines). [C4092]

G. GEORGE NEWMAN & Co. offer:—

1956 Austin A90 Westminster saloon de luxe, works mileage only; £850.—369, Euston Rd., London, N.W.1. Eus. 4466. [C3023/1]

G. GEORGE NEWMAN & Co. offer:—

1955 (April) Austin A90 Westminster saloon, de luxe, 15,000 miles, one owner; £595.—369, Euston Rd., London, N.W.1. Eus. 4466. [C3023]

WARWICK WRIGHT Ltd., offer:—

1955 Austin A90 6-cylinder Westminster saloon, blue, grey upholstery, heater, 8,000 miles; £695.

WARWICK WRIGHT Ltd., 150, New Bond St., W.1. Mayfair 9761; Lords Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491. [C4045]

1955 Austin A90 Westminster, 16,000 miles, in very good condition; £635.

TAYLOR & CRAWLEY, 33, Grosvenor Crescent Mews, Hyde Park Corner, Tel. 510. 5213. [C4036]

1955 Austin A90 Westminster, black, a beautifully kept demonstration car; £695.—Brent Cross Garage, Hendon Way, N.W.4. Spe. 1198. [C1097]

1956 model de luxe saloon in beige with dual tone upholstery, one-owner, most meticulously maintained car; £645.—K. J. Motors, Ltd., Bromley, Rav. 3456. [C6234]

PRIDE & CLARKE—1956 Austin A90 saloon, 6,000 miles, radio, heater, one owner, £699; 1955, low mileage, heater, £599.—Stockwell Rd., S.W.9. Brixton 6251. [C3068]

1955 (Sept.) Austin A90 saloon, green, one owner, taxed for year, excellent condition, covered by the Ford A1 90-day guarantee; £685; hire purchase deposit £335.

CHASESIDE MOTOR Co., Ltd., Castle St., Hertford, Herts. [C1159]

1956 Westminster de luxe, heater, radio, chrome wheel discs, taxed, 8,000 miles, as new, B.M.C. warranty; £775.—W. H. Hyde, Ltd., Hobson St., Park Lane, Macclesfield 4537. [C193]

AUSTIN A105

CAR MART, Ltd.

SOLE London Austin distributors.

£925—Austin A105 saloon, heater, registered June, 1956.

CAR MART, Ltd., 352, Streatham High Rd., S.W.16. Streatham 0054. [C1039]

£999—New 1956 A105, beige/green.—Vandervells Bros., Ltd., 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067]

AUSTIN A125 & A135

A & S Ltd., A125 L.W.B. Limousines. See under Limousines column.

ALPE & SAUNDERS Ltd. (Limousines Purchased), A125, Providence Court, North Andley Street, Selfridges, Mayfair 2941. [C1006]

PRINCES saloon 1951, black, 17,000 miles, condition as new; private, £750.—Wil. 0140. [C1695]

HEARSES? Brochures available. We stock Deck and Bearers on the Princess; inspection invited.

ALPE AND SAUNDERS (COACHBUILDERS) LTD., A1 Station Approach, Kew Gardens, Richmond 1161. [C1102]

£450—1952 model Sheerline, black, beige interior, new tyres, exceptional car throughout.

D. F. WYATT, Ltd., 31-33, Fortune Green Rd., West Hampstead, N.W.8. Hampstead 6988. [C4084]

1955 (February) A135 l.w.b. Princess, partition, face forwards, leather throughout, heater, radio, one private owner, reasonable mileage, black; £2,150.

JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1. Welbeck 1124. [C1103]

£745—1952 Austin Princess de luxe saloon, grey bodywork, grey leather, only two owners, chauffeur driven, also choice another used by elderly gentleman, in mint condition.

LAMBS OF WOOD GREEN (established 1897), 100 L. guaranteed cars; exchanges; hire purchase—421-423, High Rd., Finchley, Finchley 6222. [C2052]

A MOST beautiful Austin Princess 4-door sun saloon, fitted television radio, heater, air conditioner, just fitted all new tyres, new price nearly £3,000; appearance and condition of a new car; £660; without television, £595; consider part exchange—14, Bulkington Ave., Worthing, 1839. [C4027]

Austin A125 and A135 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A125 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Austin House, 297, Euston Rd., London, N.W.1. Eus. 1212. [C0358/R]

CAR MART, Ltd., London distributors, are anxious to purchase Austin A135 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 320, Euston Rd., London, N.W.1. Eus. 1212. [C0057/R]

Austin A125 and A135 Cars Wanted

ALPE & SAUNDERS Ltd. require Princess Limousines and Saloons in above average condition. A125, Providence Court, North Andley Street, Selfridges, Mayfair 2941. [W1006]

XXX Top price paid for good Austin Sheerline—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003]

A LMOST new A125-A135 required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W5016/R]

Austin Miscellaneous Cars Wanted

R ROWLAND SMITH'S, the car buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.5. Ham. 6041. [W4018/R]

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000; Seven Sisters Rd., Tottenham, N.15. [0598/R]

W EYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 2235. [C0141/R]

Austin Spares and Service

A FOR Austin.—Wimbledon for everything Austin.—Spares pre-war and post-war exchange units from stock; also 5.4 B.M.C. diesel spare parts and conversion sets as stock; Saturdays till 6 p.m.; night repairs service available till 11 p.m.

WIMBLEDON MOTOR WORKS, Ltd., 29, High St., S.W.19. Wim. 0123. [C0414/R]

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500, and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6600); and 332, Streatham High Rd., S.W.16 (Streatham 0054); 163, Bromley Rd., Catford, S.E.6 (Hither Green 6111). [C0160/R]

A USTIN, the main agents for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 5151-60. [C0198/R]

A USTIN genuine spares and specialist service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St., Tel. Mus. 1932. [C0500/R]

HAMMERSMITH, W.S. Rogers Garages, Engineers, Wellesley Ave., Riverside 2644. Sales and Service. [C83054]

SMITH & HUNTER—Repairs and service at the double.—Works: Edge St., W.8. Rink Park 2472. Established since 1908. [C84019]

A USTIN spares, any year, any part; largest stockists in U.K.; exchange units; try Northwood's first—44-47, Newington Causeway, S.E.1. Hop. 2832/2820. [C0729/R]

C. O. NORMAN & Co. authorised Austin main spares parts stockist, spare parts and replacement units—50, Vauxhall Bridge Rd., London, S.W.1. 2211. [C0271/R]

A USTIN spares, all models, keenest prices, send for our 132-page illustrated catalogue, price 1/- post free.—Wilham's, 18, Balham Hill, London, S.W.12. Battersea 3280. [C0488/R]

A USTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longbridge House, 4 Great West Rd., Bedford, Feltham, Middlesex, Tel. Feltham 4274-5. [C0359/R]

PRYNN & STEVENS, Ltd. the South London Austin depot.—Full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—Acre Lane, S.W.2. Brixton 1155. [C0184/R]

AUSTIN-HEALEY

PEDIGREE CARS offer:—

1954 Austin-Healey 2-seater sports, very good condition, exceptional performance, Le Mans modification; £585.—340-2, Euston Rd., N.W.1. Euston 7859. [C3093]

ROSE & YOUNG, Ltd. offer:—

1956 Austin-Healey 100 BN2, 4-speed gear box, radio, spare unused, one dry owner, immaculate condition; £745.—46-50, Streatham Hill, London, S.W.2. Tulse Hill 0166. [C3057]

1955 Austin-Healey 100, fitted hard top, H.M.V. radio, spare unused, one dry owner, immaculate condition; £745.—46-50, Streatham Hill, London, S.W.2. Tulse Hill 0166. [C3057]

DUNCAN HAMILTON & Co. offer:—

1954 Austin-Healey, 16,000 miles, green with green interior, Le Mans specification including disc brakes, overdrive, Laystall head and crankshaft, modified suspension, twin exhausts, special steering wheel, etc., works maintained and just overhauled; a unique and exceptional example.

33, High Rd., Byfleet, Surrey. Byfleet 3101 by day [C1091]

GUY SALMON AUTOMOBILES, offer:—

1955 Austin-Healey 100 sports 2-seater, green, 20,000 miles, very good car, maintained by one owner, Portmouth Rd., Thames Ditton, Emsbrook 5551-2-3. [C4001]

WILLIAM GORDON CARS, COVENTRY offer:—

SPECIAL 1954 (late) Austin-Healey 100 sports, full speed gear box plus overdrive, high ratio rear axle, very low mileage only, heater, badge bar supplied by ourselves, very potent car, carefully private use only, possibly finest in the country, finish racing green and chrome with matching interior; £775; terms or exchange.—William Gordon Cars, Sovereign Road Garage, 269, Sovereign Rd., Earlston, Coventry. Tel. 62813/68349. [C2102]

1954 Austin-Healey 100, overdrive, white, blue, in really superb condition; £695.

PARADE MOTORS (MITCHAM), 66-67, Monarch Parade, Mitcham, Mit. 3392/7188. [C3036]

1955 green, Pirelli tyres, etc., specimen; £745.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046]

AUSTIN-HEALEY

MAYFAIR GARAGES, Ltd.—October, 1953, 1,100 sports, 2-seater, jewel-like blue, very smart car, outstanding performance; £525.—Balderton St., W.1. Mayfair 3104/5. [C3009]

AUSTIN-HEALEY 100 (1955) green, 6,300 miles only, maintained by Austin engineers in condition as new, good value at £750.—Calder, 150, Viceroy Close, Birmingham, 5. [C6339]

Austin-Healey Cars Wanted

R ROWLAND SMITH'S, the car buyers.—Highest cash prices for Austin-Healey.—Hampstead (Tube), N.W.5. Ham. 6041. [W4018/R]

A LMOST new Austin-Healey required immediately.—76, Cambridge Rd., Kingston. Kingston 8885. [W5016/R]

HEALEY Car Sales require urgently good Austin-Healeys—42, North Andley St., W.1. Mayfair 3607. [C708]

XXX Top price paid for good Austin-Healey.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5511. [W2001]

Austin-Healey Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [C0226]

AUSTIN-HEALEY spares and service; for specialized Austin-Healey service bring your car to the Donald Healey Motor Co., Ltd.; Le Mans tuning kits and high-compression pistons available.—Service: Donald Healey Motor Co., Ltd., 2-4, Reece Mews, South Kensington, Tel. Kensington 1004. [C3651]

BANTAM

MAYFAIR GARAGES, Ltd.—Feb., 1940, 7 b.h.p. 2-seater (Austin), painted green, the very smart car with outstanding performance; £135.—Balderton St., Mayfair 3104-5. [C3009]

BENTLEY (3½, 4½-litre and New 4½-litre)

C AR MART, Ltd.

£4650—Bentley S series sports saloon, passed manufacturers, registered May, 1955.

£3150—Bentley R type saloon, synchromesh, passed manufacturers, registered May, 1954. [C3009]

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3436. [C1039]

H. R. OWEN, Ltd.

FROM our large and comprehensive stock we have chosen the following cars as examples:—

1953 R type standard saloon, automatic gear box, finished in two-tone green with grey hide upholstery, registered October, £3,500.

1953 saloon by Hooper, finished in midnight blue with tan hide upholstery, registered December, one owner, many special features, £3,500.

1952 lightweight saloon by H. J. Mulliner, finished in moss green with beige hide upholstery; £3,150.

W E are interested in the purchase of Bentley cars and invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. H. Mayfair 9060. [C3032]

H. C. PAUL, Ltd.

1955 Bentley R-type saloon, automatic, finished in silver grey and velvet green, grey hide, 29,000 miles, one owner; £3,250.

1954 (July) Bentley R-type standard steel saloon, automatic, Tudor grey and red, 23,000 miles, one owner, exceptional condition; £3,250.

1951 (Dec., '50) Bentley standard steel saloon, one owner, moss green and beige upholstery, in very exceptional condition; £1,425.

1950 Bentley James Young 2-door saloon, black, tan upholstery; £1,475.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [C3040]

PB Ltd., offer:—

1947 Mark VI standard steel saloon, reconditioned engine, car very carefully maintained.

1937 4½-litre Park Ward sports saloon, exceptional condition.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, S.W.7. Ken. 9477. [C0393]

JACQUIER, Ltd., offer:—

1937 series H.K. 4½-litre Park Ward 4-door saloon, radio and heater, in nice condition; £595.

1935 3½-litre Vanden Plas 4-door saloon, metallic grey; £395.

1934 3½-litre Thrupp & Maberly 2-door saloon, black, engine just overhauled; £545.

SEVERAL others in stock.

JACQUIER, Ltd., 225-7, Hammer Smith Rd., London, W.8. Tel. Riverside 6577-8. [C2043]

PEDIGREE CARS offer:—

1951 Bentley Mark VI standard steel saloon, mid-night blue, grey/blue interior, really an exceptional car both mechanically and general condition; 6 months' guarantee; £1,425, which represents wonderful value.—340-2, Euston Rd., N.W.1. Euston 7859. [C3093]

K NIGHTSBRIDGE offer:—

1952 Bentley Mk. VI standard steel saloon, big 49,000 miles only, 2 owners, fully maintained and in beautiful condition; £1,925.—1, Roberts Mews, Lonsdale Place, London, S.W.1. Sloane 4086. [C2056]

RUSSELL MOTORS offer:—

1939 overdrive Bentley Park Ward saloon, radio, heater, screen washers, etc., exceptional car.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 17, Sloane St., S.W.1. Sloane 5288. [C3070]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4½-litre and New 4½-litre)

JACK BARCLAY, Ltd.
EXCLUSIVELY for Rolls-Royce and Bentley.
LARGEST official retailers in the world; please write for stock list.
JACK BARCLAY, Ltd., Berkeley Sq. Mayfair 7444
 (open until 7 p.m.) [C1082/R]

SWANMORE GARAGE, Ltd.

1952 James Young 4-door saloon, 31,000 miles.
1952 Harold Radford saloon.
1950 steel saloon, engine overhauled; photograph and price on request.
1948 Bentley 4½, standard steel saloon.
1936 Bentley 4½, Park Ward saloon.
1176 Christchurch Rd., Bournemouth, Southbourne 43344. [C4024]

METCALFE & MUNDY, Ltd.

1934 Bentley 3½, blue and grey, excellent order; £2,265.
1934 METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Pre. 5471/0186-7. [C3064]

SANDERSON & HOLMES, Ltd.

THE official Rolls-Royce and Bentley retailers and repairers for St. Derbyshire, Leicestershire, Rutland and Burton-on-Trent.
LONDON Rd., Derby. Also Bentley House, London Rd., Leicester. Tel. Derby 47471/Leicester 47473 [C4073]

H. A. SAUNDERS, Ltd., of Worcester.

1953 Bentley R type standard steel saloon, velvet cover with beige hide upholstery, immaculate condition, low mileage, highly recommended; £2,695.
AUSTIN House, Castle St., Worcester. Tel. 6371. [C4005]

GUY SALMON AUTOMOBILES offer:—

1952 Bentley Mark VI standard steel saloon, 4½-litre engine, small boot model, black and shell grey/beige interior, genuine 22,000 miles only, one owner, whole car in faultless condition throughout; £2,350.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

WETBRIDGE AUTOMOBILES offer:—

1953 (July) Bentley saloon, TN series, duo-grey; £2,395.
WETBRIDGE AUTOMOBILES, Ltd., Queens Rd., Weybridge 2233. [C4084]

PARK GARAGE (MOLESLEY), Ltd., offer:—

1953 Bentley R type saloon, 26,000 miles, superb condition; £2,975.
1951-2 Bentley saloon, big bore, 2-tone grey, history; £1,850.
PARK GARAGE (MOLESLEY), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 6199. [C3087]

CENTRAL GARAGE (CROYDON), Ltd., offer:—

1934 Bentley 3½ with 4-door saloon by Park Ward, finished black, exceptional mechanical condition including complete engine overhaul this year; £350.—Fell Road, Croydon. Tel. Cro. 7464. [C1006]

W. WATSON & Co. (LIVERPOOL), Ltd., Bold St., Liverpool.

1954 Bentley R-type saloon, automatic gear box, colour Tudor grey, one owner; £2,300.
1954 Bentley R-type saloon, automatic gear box, colour Tudor grey, one owner; £2,300. [C340]

JACK OLDING & Co. (MOTORS), Ltd., official Bentley and Rolls-Royce retailers, offer:—

1956 (September) Bentley S series saloon, velvet green, green hide, 300 miles; £5,100.*
1956 (June) Bentley S series saloon, velvet green, beige hide, 310 miles; £4,950.*
1955 (October) Bentley S series saloon, black, beige hide, 8,400 miles, one owner; £4,650.*
1954 Bentley 4½-litre saloon, Tudor grey, grey hide automatic, 20,000 miles; £3,450.*
1954 Bentley 4½-litre saloon, velvet green and shell grey, synchromesh, 17,500 miles; £3,350.*
1953 Bentley 4½-litre saloon, midnight blue, beige hide, one owner; £2,450.*
1952 Bentley 4½-litre saloon, black, red hide; £2,150.*
1950 Bentley 4½-litre saloon, black, light blue hide; £1,650.*
1949 Bentley 4½-litre 2-seater with dicky, grey, blue leather, one owner; £1,250.
 * Passed by officially appointed service station.
UDLEY House, North Audley St., W.1. Mayfair 5242 (7 lines). Open to 7 p.m. [C3030]

S. MORRIS & COMPANY, London, W.1. offer two exceptional used Bentleys:

1950 Bentley Mark VI saloon, magnificent vehicle, razor-edge body by H. J. Mulliner, costing over £7,000 when new duo-grey, leather, radio, many extras; £2,250.
1949 Bentley Mark VI saloon, identical to the above car, less than 15,000 mts. since complete overhaul black, brown hide interior, radio and heater; £1,750
40 Conduit St., London W.1. Regent 0424 (6 lines). [C3757]

BENTLEY 4½ saloon 1936, seen 25, Dulwich Village, S.E.21.—Clp. 0083.

1947 drop head coupe, very modern appearance, photograph; £1,700.—Box 4756. [C327]

1951 Bentley Mark VI chauffeur driven, interior as new, history; £1,500.—Montrose Motors, Ltd., Wembley 2636/4443.

1948 (December) Bentley standard saloon, black, H.M.V. radio, excellent condition.—Salmons Garages, Ltd., Temple Bar 3338. [C4029]

BENTLEY (3½, 4½-litre and New 4½-litre)

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—

1954 Bentley automatic gear box saloon, velvet green, 16,000 miles; £3,450.
1954 Bentley automatic gear box saloon, black, one owner, 23,000 miles; £3,150. [C1015]

1953 Bentley automatic gear box saloon, black, one owner, 31,000 miles; all above sold new and maintained by us; £2,975

1952 Bentley big bore saloon, black, one owner, genuine 37,000 miles only, superb order, regularly maintained in our own Service Station; £2,900.
GROVOROOMS, 19, Berkeley Sq., W.1. Mayfair 6266. [C1015]

SERVICE: Works and Stores, Barnsdale Yard off Elgin Ave., W.3. Cunningham 5936. [C3010]

BENTLEY 1937 4½ Park Ward sports d/head coupe, black; £275.—Dagenham Motors, Ltd., 8, Balderton St., London, W.1. Hyde Park 4070. [C1066]

J. H. BARTLETT—Bentley 1937 Park Ward all-steel saloon, really exceptional; £425.—27, Pembroke Villas, W.11. [C1015]

1954 (late) Bentley automatic, with luxurious hard Old Radford Countryman, 17,000 miles, most immaculate; £3,595.
TAYLOR & CRAWLEY, 33, Grosvenor Crescent Mews, Hyde Park Corner, Tel. 510, 5213. [C4036]

1951 Bentley Mark VI big bore, 22,000 miles only, one owner; £2,000.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 6151. [C3110]

1937 3½-litre F.C. series Park Ward saloon, grey, heater over £600 spent in last 3 years.
Bentley history; beater; £350.—Box 5038. [C3324]

AUTOWORKS, Ltd., offer 1951 Bentley Mark VI saloon; £1,695; also 1950 at £1,425; both exceptional.—Southgate St., Winchester. Tel. 4965. [C1010]

BENTLEY 4½-litre saloon, 1936, black with blue; £495.—Apply: Newton of Huddersfield, Ltd., Viaduct St., Huddersfield. Tel. Huddersfield 3311 (3 lines). [C3776]

1955 Bentley R type, automatic, dual grey, 17,000 miles, one owner, Bentley serviced, immaculate; £3,750.—Montrose Motors, Ltd., Wembley 2636/4443. [C4048]

1934 Bentley 3½-litre Vanden Plas saloon, excellent order throughout, needs nothing spent on it, taxed; £375.—Toll House, Horam, Sussex. Tel. Horam Road 192. [C1899]

1948 Bentley Standard steel saloon, black, brown hide, radio and heater, 27,900 miles on new engine, full history available, faultless condition throughout; £1,075.
WEST STREET MOTORS (LONDON), Ltd., 66, London Rd., Tooting Junction, S.W.17. Mitcham 5281-2-3. [C4097]

1953 (December) Bentley standard steel saloon, automatic gear box, green with red leather; £3,150.—Rippon Bros., Ltd., Huddersfield, Leeds, Bradford and Sheffield. [C3100]

£435—Bentley 3½ drop head coupe by Park Ward, one owner since 5,000 miles, comprehensive history, in first-class condition both mechanically and appearance.—Western 4544. [C372]

1948 Bentley Mark VI special sports saloon by James Young, cost £5,450 new, colour green, in impeccable condition throughout, five new Indian tyres just fitted; £1,550.
JOHN WILSON AUTO, Ltd., Sanderstead Rd., South Croydon, Sanderstead 4260. [C3058]

MAYFAIR GARAGES, Ltd.—April 1937 4½ Park Ward close coupled, cream/black, Bentley history extract, superlative condition; £495.—Balderton St., W.1. Mayfair 3104-5. [C3009]

£535—1936 (June) Park Ward sports saloon, two tone grey, blue leather, fitted heater, reasonably low mileage, recent Newbury Car Auctions, Newbury, Berks. Tel. 2005. [C4549]

4½-litre Park Ward saloon 1936, 60,000 miles and two owners since new, full history, recent extensive overhaul; £440: terms and exchanges.—Searc Ltd., 14, Bridge Rd., Chertsey 2389. [C4069]

1935 2-door, 4-seater, fixed head coupe, grey, perfect condition; £350 o.n.o. Consider part exchange for small modern car or 1954 Bentley; Banks, 10, Beechfield Ave., Yelverton, Devon. [C182]

1955 model (delivered December, 1954) Bentley R-type saloon, automatic gear box, mileage 16,000 only, condition as new throughout; price £3,800.—Grose, Ltd., Northampton. N'pton 21682. [C1713]

1954 model (delivered May) Bentley R-type saloon, automatic gear box, mileage 37,000, condition exceptional throughout; price £3,120.—Grose, Ltd., Northampton. Northampton 31682. [C1714]

1954 Mark VI Bentley standard steel saloon. Automatic, one owner, Bentley history, excellent condition; £2,950.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Belgravia 3721. [C3006/1]

1936 Bentley 3½-litre Park Ward saloon; this car has been recoupled, new carpets, loose covers; £475.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 6151. [C2110/1]

1951 Bentley Mark VI standard steel saloon, big bore, immaculate condition throughout; £1,695.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006/1]

1948 Bentley standard steel saloon, 60,000 miles, black with beige upholstery, underseal and radio, complete Bentley record available, immaculate; £1,045.
THE HODDERDON MOTOR CO., 21, High St., Huddersfield 4021-2. [C1510]

1952 large bore Bentley standard steel saloon, shell grey, brown leather, taxed year, excellent tyres, mileage only 49,000, this car is probably the cleanest and best-kept example in the country; £1,975.
R. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011]

G & M ALFRED (1936) Ltd.—1935 Bentley 3½-litre drop head fourseater coupe by Gurney Mulliner, elegantly designed, one owner since 1935, superb throughout.—67, Warren St., W.1. Euston 3268. [C1005]

BENTLEY (3½, 4½-litre and New 4½-litre)

ARCHIE SIMONS & Co., Ltd.—1936 Bentley sports saloon by H. J. Mulliner, 2-tone grey, very good example of this popular model; £445.—95, Gt. Portland St., W.1. Lan. 1345. [C4013]

1934 (Dec.) Hooper 3½-litre sports saloon, black/beige, recently reconditioned and in wonderful order, remarkable performance and economy; £425 or offer.—Les-Browne, Rendcomb, Cirencester, Glos. [C1075]

1954 Bentley R type with automatic gears, grey and silver with grey hide upholstery, total mileage 20,000, full history available, whole car immaculate; £3,150.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0861-2. [C4063]

1954 Bentley R type saloon, finished in metallic grey with red hide upholstery, one owner, exceptional condition; £2,950.—Evans & O'Malley, Lowndes Sq., Knightsbridge, S.W.1. Sloane 1355 and 1709. [C3068]

1952 (June) Bentley 4½-litre standard saloon, black/brown leather, 14,000 miles only, complete history, one owner taken delivery of new model; £2,250; exchanges welcomed.—Fride & Clarke, Ltd., 237, Brixton Hill, S.W.2. Tel. 3664-5. [C3068]

1935 Bentley 1935 3½-litre sports saloon, sliding head, leather, heater, carefully used, choice of 2; terms, exchanges, late. Open 2-7 weeks days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1936 Bentley 4½-litre drop head coupe, one-owner car, full Bentley history, mileage 31,000; A.A. inspection welcomed, demonstration anywhere; £485.—Stella Griffiths, Ltd., opposite London Airport, Hayes, Middlesex, Hounslow 4606. [C6093]

R. MARK VI automatic saloon, 30,000 miles only, owner, duo-colours, indistinguishable from new; £2,975.—65-69, Stenhouse Ave., Streatham Hill, S.W.2 (1 min. Stenhouse Hill Station). Tulsa Hill 6464. [C3057]

BENTLEY 1953 (July) standard R type saloon, finished in velvet green with grey leather upholstery, one owner, 38,000 miles, beautifully maintained by official retailers who supplied the car; £2,300.—Harry Martin, 25, Devonshire Place Mews, London, W.1. Welbeck 3254. [C3058]

1948 Bentley Standard steel saloon, finished in pearl grey/shell grey with blue interior; this car has covered a very low mileage, and is in excellent condition throughout, and is privately owned; no reasonable offer refused.—Austin Munks, Leverton, Boston, Lincs. [C123]

1948 (October) Bentley saloon, finished in unmarked black with blue leather interior, fitted all extras, taxed yearly, all new tyres, a really immaculate specimen, two owners from new, full tool kit and instruction books, a really genuine car at the most attractive figure of 895 guineas; this car is so good, no doubt the finest example we have ever offered at this low figure; terms, exchanges.
MAIDSTONE ENGINEERING Co., Stenhouse St., Maidstone, Manchester 6, Pendleton 3457. [C3000]

1952 (June) Bentley Mark VI s.a. saloon, big bore, small boot, 59,000 miles, midnight blue/tan hide, 4 new India tyres, fully maintained and in faultless order, condition consistent with half the mileage recorded; should require no major expenditure during a further 2 years of normal use; price £1,790; part exchange considered; car gladly submitted to any inspection in any area; please phone, write or call.—Kendon Motor Co., 20-22, Blenheim St., Newcastle-on-Tyne. Tel. 20156. [C3331]

BENTLEY (PRE 1931)
BENTLEY 6½-litre saloon, 1927 model, green with grey; £195.—Apply: Newton of Huddersfield, Ltd., Viaduct St., Huddersfield. Tel. Huddersfield 3311 (3 lines). [C3776]

Bentley Cars Wanted
C
M
CAR MART, Ltd., official retailers, are anxious to purchase Bentley cars and will pay attractive prices for those in exceptional condition.
CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 5434. [C0956/R]

BENTLEY D/V wanted, post-war for cash.—Box 280, Smiths Bookstall, Bognor Regis. [C131]

DUNCAN HAMILTON & Co. urgently require post-war Bentleys.—33, High Rd., Byfleet, Surrey, Byfleet 5101. [W1091]

BENTLEY Mk. VI saloon wanted, must be in perfect order.—Adams, 37, Heathfield Rd., Gateshead-on-Tyne, 9, Tel. 75532. [C630]

XXX Top price paid for good Bentley.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4019/R]

WE will buy or part exchange your Bentley for a new one.—Loxham's, Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [C0834/R]

GEORGE NEWMAN & Co. purchase for cash post-war Bentley cars.—369, Euston Rd., London, N.W.1. Euston 4466 (12 lines). [W3023]

JACK OLDING & Co. (MOTORS), Ltd., purchase good used Bentley/Rolls-Royce cars.—Audley House, North Audley St., W.1. Mayfair 3242. Open 7 p.m. [W3030]

WETBRIDGE AUTOMOBILES, Ltd., official retailers; attractive prices paid for low-mileage post-war Bentley cars.—Queen's Rd., Weybridge, Tel. 2233. [C0540/R]

Bentley Spares and Service
JACK OLDING & Co. (MOTORS), Ltd., official Bentley/Rolls-Royce service, overhauls and repairs.—84-90, Holland Park Ave., Kensington, Park 5077. [C3050]

ALL spares and replacements for pre-war Rolls-Royce full repair service at most favourable prices.—Crompton, 68, Westow St., Crystal Palace, Tel. Livingstone 3362. [C4090/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bentley Spares and Service

A SERVICE unequalled.
OFFICIAL repairers Bentley cars.
SERVICE overhauls.
COACHWORK renovations and accident repairs.
SPARES all models.—Tel. Flaxman 2223 (5 lines).
JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). (S1082/R)
CHARLES POLLETT, Ltd., officially appointed retailers and repairers.
SHOWROOMS: 16, Berkeley St., W.1. Mayfair 6266.
SPARE parts.
SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. (0593/R)

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest innovations can be fitted to older models if required.
RAYMOND WAY OF KILBURN. (0527/R)

BORGWARD

WM WELBECK MOTORS proudly offer the rare and much sought after Borgward Express Microbus—1955 Borgward Express Microbus, 9-seater, luxury version with face forward seating, luggage carrier, very low mileage, cost over £300, now only £535.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1. (Near Baker St. Station.) Welbeck 1139. (C4049/R)

1955 Isabella, 13,000 miles, very well maintained; £235.
TAYLOR & CRAWLEY, 83, Grosvenor Crescent Mews, Hyde Park Corner. Tel. Sio. 5213. (C4036/R)

1956 Borgward saloon, finished maroon, two owners, 8,000 miles; £395.
JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester. Tel. 23123. (6111/R)

BORGWARD "Isabella" saloon, 1955, unquestionable; £300; exchange considered.—81, Alresford Rd., Winchester. (C1010/R)

TS series 1956, 7,000 miles, green, radio, heater, immaculate; £1,025.—Rudds, 41, High St., Worthing 7773. (6273/R)

BRISTOL

1953 (July) Bristol 403, one owner, extremely well maintained; £1,395.
1953 Bristol 401, one owner, excellent condition, 34,000 miles; £1,275.
TAYLOR & CRAWLEY, 42a, South Audley St. (Entrance Adams Row), Mayfair, W.1. Gro. 6881. (C4036/R)

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. (0618/R)

1953 Bristol 403 saloon, dark metallic green with beige upholstery, radio, heater, loose covers, etc., 30,000 miles, perfect appearance; £1,245.
1953 series Bristol 401 with all 403 modifications, 26,000 miles only, full works history, a perfect specimen, colour maroon; £1,275.
1951 Bristol 401 drop head coupe, radio, heater, new tyres, immaculate condition; £795.
CLAYTON'S CARS (LONDON), Ltd., 17, Bruton Place, London, W.1. Tel. Hyde Park 9184. (C1050/R)

1955 403/5 saloon, outstanding car, photograph and price on request.—Swannore Garage, Ltd., 1176, Christchurch Rd., Bournemouth. (Southbourne 43544). (C8024/R)

1951 (July) Bristol 401 saloon, one owner, 21,000 miles only, heater grey, radio, heater, faultless condition; £1,065; terms.—Philip Foster, 106, High St., Uxbridge. Tel. 4202. (6332/R)

BRISTOL 401, April, 1952, leather, grey, original condition, excellent mechanical order, new tyres, taxed; £1,150; terms, exchange.—Ross Motors, Ltd., Regent St., Hincley, Leics. Tel. 558/9. (6096/R)

ANTHONY CROOK, leading distributors since the cars origin; new and used 405 models in stock for immediate delivery, also used 400, 401, 403, 404 models. Specially equipped workshop, all spares, Bristol models. Buy where rest after sales service is given, we are also keen to buy back Bristol's supplied by us, an important point to consider when purchasing.
ANTHONY CROOK, Ltd., Sales: High St., Esher, Surrey. Tel. 4580. Service: Hersham, Walton-on-Thames 687. Retail Distributors throughout U.K. Sole trade distributors Surrey and Kent. (C1063/R)

CHARLES CRICKSHANK MOTORS, The Centre. Bristol, T. Tel. 25280. Bristol distributors for Somerset, Wiltshire, Devon and Cornwall. We invite enquiries for the world-famous Bristol cars. Brochure by return. Demonstrations arranged by appointment. A selection of used Bristol always available covered by our guarantee. Confidential out-of-income facilities available. (0474/R)

Bristol Cars Wanted

J. H. BARTLETT, will pay more for good 400, 401, 403 and 404 Bristols.—27, Pembroke Villas, W.11. (W1013/R)

XXX Top price paid for good Bristol.—R. P. Edwards, 22-34, Upper High St., Epsom, Surrey. Epsom 5611. (W2001/R)

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

BROUGH SUPERIOR

£265 This could read £465 because this magnificent hand-built specimen by the well-known Mr. Brough looks worth this price, built just pre-war and costing £700, magnificent 5-seater drop head coupe with American chassis, 21hp Hudson engine, gives excellent performance and economy up to 25 m.p.g.; it would be hard to find another like this which has been enthusiastically maintained in such superior condition with its original carpets practically unworn.
ALFRED OR WOOD GREEN (Established 1897), 100 L. guaranteed cars; exchanges; hire purchase.—421-423 High Rd., Finchley. Finchley 6222. (C2052/R)

B.S.A. Spares and Service

BASIL ROY, Ltd. B.S.A. (Scout model); spares, comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7753. (0144/R)

BUGATTI

GENUINE vintage Bugatti saloon, 33hp, in exceptional condition; recently rebuilt; £280.—J. Lemon Burton, Edgware Rd., N.W.2. Gladstone 7677. (0870/R)

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Gladstone 7677. (0071/R)

BUICK

L. MANDUCCO, Ltd., offer:—
1940 Buick, new engine fitted Nov., 1954; to clear. £85.—56, Lancaster Mews, London, W.2. Paddington 9136. (8369/R)

1949 Buick, r.h.d., excellent condition; £495.—
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. (C4016/R)

SIMPSON'S MOTORS—See under American cars; full list. (C2045/R)

BUICK Century, 1956, 20,000 miles, grey/cream, immaculate; price £2,150.—Tel. Sio. 8696. (6071/R)

1950 convertible, all extras, new w/w tyres, auto-gears, one owner.—M. Austin, Kensington 8662 or Welbeck 9555. (W1013/R)

1947 series Buick 8-seater convertible, power hood, pale blue; £395; exchanges; terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024/R)

1951 Buick Dynaflow, fitted all extras, dual tone, most attractive American car, in excellent condition throughout; £495.—West Street Motors (East Grinstead), Ltd., London Rd., East Grinstead. Tel. 3641 (10 lines). (6245/R)

1953 Buick hydramatic 4-door saloon, radio and heater whitewall tubeless tyres, most beautiful condition, one owner; £925.—Porter Motors, Ltd., 142, Finchley Rd., N.W.2. Opposite Finchley Rd. Tube Station. Ham. 9661. (C3111/R)

1955 Buick December 1938 Viceroy saloon, black, brown leather, carefully used; terms, exchanges, list. Open 9-7 week-days and Saturdays. Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C4018/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Sales Division, offer:—
SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. (10303/R)

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. (0141/R)

CADILLAC

JOE THOMPSON (MOTORS), Ltd., offer:—
THE exclusive Eldorado Seville, 1956, 2,500 miles only; in silver; grey.
ALSO: 1955 Cadillac Special hard top coupe, power steering, power brakes, 2-way power seat, Hydramatic drive, radio, heater, etc., a most impressive car finished in dark green and ivory.
1954 Cadillac 4-door saloon, black, 12,000 miles.
ALSO Cadillac convertible, ohv engine, electrically operated hood and windows, Hydramatic drive; £975.
JOE THOMPSON (MOTORS), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4859-9. (C4028/R)

CADILLAC 1954 4-door saloon, midnight blue with powder blue upholstery, power steering and brakes, Hydramatic drive, radio, heater, whitewalls, etc., mileage 20,000; l.h.d., immaculate throughout; £2,500, no dealers.—Tel. Barnet 8834 to view. (6293/R)

Cadillac Cars Wanted

JOE THOMPSON (MOTORS), Ltd., require Cadillacs.—91-95, Fulham Rd., S.W.3. Kensington 4859. (W1029/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Cadillac buyers; outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8691. (W4015/R)

SOLE concessionaires Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. (10304/R)

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. (0141/R)

CHEVROLET

SIMPSON'S MOTORS—See under American cars; full list. (C4015/R)

1953 Chevrolet, radio, heater, excellent condition; £775.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. (C4016/R)

1951 Chevrolet Powerglide, radio, heater, outstanding condition; £595.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. (C4016/R)

1950 Chevrolet convertible, radio, heater, power operated hood, excellent condition; £565.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. (C4016/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Sales Division, offer:—
SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. (10304/R)

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. (0141/R)

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Cadillacs.—91-95, Fulham Rd., S.W.3. Kensington 4859. (W1029/R)

SIMPSON'S MOTORS—See under American cars; full list. (C4015/R)

1953 Chevrolet, radio, heater, excellent condition; £775.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. (C4016/R)

1951 Chevrolet Powerglide, radio, heater, outstanding condition; £595.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. (C4016/R)

1950 Chevrolet convertible, radio, heater, power operated hood, excellent condition; £565.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. (C4016/R)

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Sales Division, offer:—
SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. (10304/R)

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), London, W.C.2. Temple Bar 3588. (W1007/R)

CHEVROLET distributors, spare parts, cars and trucks.—Green Ace Motors, Ltd., 501, Norwich Rd., Ipswich. Tel. Ipswich 81795. (0801/R)

CHEVROLET—Concessionaires for the United Kingdom, hold good stock of spares, same day service. B. & C. Concessions, Ltd., 15/14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 3588. (0677/R)

CHRYSLER

1955-6 Chrysler New Yorker 2L, Regis, automatic transmission, power steering, power brakes, power operated windows and seat, hot and cold air ventilation system, 11,000 miles, immaculate, one of America's most luxurious automobiles; cost new £4,500; £2,490.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. (C4016/R)

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—39-45, Belair Rd., Swiss Cottage, N.W.6. Tel. 5555/2155. (0642/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Sales Division, offer:—
SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. (10303/R)

CHRYSLER distributors, spares for all models except reconditioned units in stock.—Belair Rd., N.W.6. Tel. 5555/2155. (0495/R)

CITROEN
C.N.K. MOTORS offer:—
1952 Citroen Light 15 saloon de luxe, choice of two, sunset grey or maroon; at £435 and £425; both these cars are in outstanding condition in every way and coming up to our high standards are offered with 3 months' guarantee.
C. Hampstead 5712. (C1053/R)

HARRY DAVIES CAR SALES offer:—
1948 Citroen Light 15 saloon, excellent condition, special offer at £275; terms, part exchanges.
1955 Citroen 2 C.V. saloon, 60 mpg in perfect comfort, just resprayed silver and cherry; £415; terms, part exchanges.—123/122, Manor Park Rd., Haringdon, N.W.10. Elgar 2707. (C1117/R)

BROWN'S GARAGE (LOUGHTON), Ltd., offer:—
1953 Citroen Light 15 saloon de luxe, 300 miles only on reconditioned engine; £475.—Brown's Garage, Ltd., High Rd., Loughton. Tel. Loughton 6262. (C1084/R)

CITROEN Light 15 1946, overhauled; £200 for quick sale.—Tel. Arnold 1401. (8310/R)

1949 Citroen Light 15 saloon, black/brown leather, sun roof, fitted radio; £295.
JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester. Tel. 23123. (6112/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Division, offer:—
1950 Citroen, immaculate, extras; £450.
1947 Citroen; £295.—355, High Rd., Wembley, Middle. Tel. Wembley 4422. (C4015/R)

1950 Citroen Light 15, bright and mechanically excellent, twin carbs.; £350.
THE OSNOL MOTOR CO., Ltd., 28, Onslow St., Guildford, Guildford 9722-3. (C3069/R)

1950 Citroen Big 15 sunshine saloon, heater, radio, immaculate, guaranteed; £300.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. (C4078/R)

CITROEN 1947 Light 15, maroon, excellent mechanical condition, coachwork good throughout; £275.—Tel. Buckhurst 2439. (C3069/R)

1954 Citroen 6 sunshine saloon one owner, sunset grey, Smith's heater, loose covers, immaculate condition, taxed; £345.—Boves Road Garage, Boves Rd. (North Circular Rd.), N.11. Boves Park 2294/5/6. (C4028/R)

1950 series Citroen Light 15 de luxe saloon, maroon, new tyres, heater, taxed; £350 exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024/R)

C. G. NORMAN & Co., Citroen sole distributors for the County of London; service, spares and replacement units, fully guaranteed, used models at competitive prices always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. (0756/R)

TANKARD & SMITH, Ltd., offer 1953 Citroen Big 15, grey/red, heater, radio, many extras, 29,000 miles, beautiful condition; £495; three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4901. (C4025/R)

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Citroens.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

C.N.K. MOTORS are very good buyers of specimen Citroens; we particularly require several Light 15's, 1952 onwards.—353, Finchley Rd., N.W.3. Tel. Hampstead 5712. (W1052/R)

Citroen Spares and Service
FOR good and quick service in Central London for your Citroen, consult Lorraine Garage and ask for Mr. Hammond.—29-30, Elvaston Mews, Queen's Gate, N.W.7. Knightsbridge 6974. (81086/R)

SOUTH of the Thames
BALES of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3131-2. (0187/R)

BOWES ROAD GARAGE & ENGINEERING CO., Ltd., Bowes Rd., N.11. (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48 hrs.; all spares stocked (0695/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Citroen Spares and Service
SHRIMPSON'S MOTORS, Ltd., Distributors. W. 9.
 Showrooms, 242-4, Brompton Rd., S.W.3. Ken.
 9664
SPARES and Service: 137/143, High Rd., Chiswick,
 W.4 (Chis. 6159), and 47, Montrose Place, Halkin
 St., S.W.1 (Sloane 5490). (0727/R)

DAIMLER

A1 at Brown's.
1940 (May) Daimler 2½ saloon, beautifully kept
 and maintained by titled owner. 84,000 miles
 only, practically unmarked and in amazing condition
 throughout; must be seen to be believed; 3 months'
 written guarantee; unrepeatable at £395.
W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3.
 Ham. 2254. (C1025)

R. F. FUGGLE, Ltd.
1953 (Oct.) Daimler Conquest, one owner, genuine
 mileage 23,000, green, H.M.V. radio, main-
 tained solely by Daimler; £810.
R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685.
 (C2017)

DENHAM for Daimler.
ALWAYS a selection of new and good used cars avail-
 able.
DENHAM GARAGE (ESHER), Ltd. Tel. 2021.
 Escher, Surrey. (C1100)

CAMDEN MOTORS, Ltd.
DAIMLER Consort saloon 1952, finished in maroon
 with hide interior to match, fitted heater, radio
 and tailored leather seat covers, privately owned, one
 change of owner only since new, extremely good
 condition; £595.

DAIMLER 2½-litre Barker drop head fourseater
 coupe 1950, in especially nice condition through-
 out, very carefully used car, excellent bodywork and
 hood, outstanding mechanically; £495.

DAIMLER 2½-litre sports coupe, special streamlined
 model with overdrive, 1951, numerous extras in-
 cluding heater, radio, Ace Rembellishers and wind-
 screen washers, immaculate and entirely original
 condition throughout; £595.

CAMDEN MOTORS, Leighton Buzzard 2041. Write
 for catalogue. Showrooms open until 8 p.m.
 (C1035)

GUY SALMON AUTOMOBILES offer:—
1955 (Aug.) Daimler 4½-litre 4-light Sportsmans
 saloon, 8,000 miles only, quite as new, cost
 new £3,400; offered at £2,150.

1955 (series) Daimler Conquest Century saloon,
 metallic grey/red leather, 18,000 miles, ex-
 tremely well maintained; £585.—Portsmouth, R.D.
 Thames Ditton. Embrook 5551-2-3. (C4001)

HENLYS offer with 4 months' guarantee:—
1951 Daimler Consort saloon, grey with match-
 ing interior; £595.

HENLYS, Ltd., Parkway, Regent's Park, N.W.1.
 Gulliver. (C6352)

DENHAM GARAGE (ESHER), Ltd., offer:—
1952 Daimler Empress saloon by Hooper, superb,
 one owner, example, nominal mileage.
 luxuriously finished; £2,650.

1954 Daimler Conquest Century saloon, fitted radio,
 immaculate throughout; £595.

1955 Daimler Century roadster, immaculate in
 every detail, very low mileage; £1,350.—
 High St., Escher, Surrey. Tel. 2021. (C1100/1)

COOMBS & SONS (GUILDFORD), Ltd., offer:—
DAIMLER Conquest Century, April 1955, one-owner
 car, finished in two-tone silver grey and maroon
 with dark red hide upholstery, fitted radio, 20,000 miles,
 immaculate condition; £1,075.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth
 Rd., Guildford, Surrey. Guildford 62807-5-9.
 (C1057)

CHARLES POLLETT, Ltd., official Daimler Agents,
 offer:—
1956 Daimler Conquest Century 4-seater drop
 head coupe, power operated head and win-
 dows, green, beige hood and upholstery, one owner,
 3 months' guarantee, £1,350, reading 7,200. £1,350.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6366.

SERVICE: Works and Stores, Barnside Yard, off
 Ekin Ave., W.9, Cunningham 5936. (C2010)

1955 Daimler 4½-litre Regency saloon, 10,000 miles,
 radio.
BROOKLANDS, 105, New Bond St., London, W.1.
 Mayfair 6351; showrooms open until 7 p.m.; Sat-
 urdays 9 a.m. (C1029)

COMPLETE range of Daimler cars always available
 for immediate delivery.
STRAITSTONE, Ltd., 40, Berkeley St., W.1. (C4022)

CASSE'S MOTOR MART—1939 Daimler 18 saloon,
 black, outstanding condition; £235.
1954 Daimler Conquest saloon, black red hide,
 genuine 22,000 miles, unblemished, one
 owner; £595; written guarantee—5, Warren St., W.1.
 Euston 4110. (C1040)

DAIMLER—Always a good selection available at
Coventry & Jeffs, Ltd., Daimler Specialists,
 Bristol 20091. (0667/R)

1955 Daimler drop head, low mileage, maroon/
 beige, power hood, radio, heater; £1,250 o.n.o.
 —Lawley, Mayfair 6351. (C6118)

DAIMLER DB18, excellent condition, low mileage, one
 owner, now incapacitated, must sell, can be seen
 and tried at Martins, Windsor. Tel. 349. (C6114)

1952 Daimler Consort saloon, one owner, immacu-
 late and highly recommended; £575.—2, W.
 Wilkin, Ltd., Kingston 2241. (C4053)

£195—Daimler 2½-litre saloon, 1939 model, black/
 blue leather, superb condition; terms—
 Broudbury Motors 398-401, Kilburn High Rd., N.W.6.
 Maids Vale 0371. (C6225)

DAIMLER Consort 1952 (model) saloon, radio, heater,
 black/red, exceptional, taxed Dec.; £485, terms
 and exchange.—Bromley B.H. Garage, Ltd., Bromley,
 Kent. Rav. 101. (C6356)

£595—1952 Daimler Consort de luxe saloon,
 speedometer reads 18,000, whole vehicle like
 brand new, unmarked bodywork, mechanically unsur-
 passable, one owner, of course.

LAMBS OF WOOD GREEN (Established 1897).—100
L guaranteed cars, exchanges; hire purchase.—421-
 425, High Rd., Finchley. Finchley 6222. (C2052)

DAIMLER

1954 Daimler Conquest Century, radio, heater, pass
 lights, wing mirrors, screenwashers, outstanding
 Daimler condition; £565; written guarantee, terms,
 exchanges.—H. F. Edwards, 28-34, Upper High St.,
 Epsom. Tel. 561. (C2001)

1955 Daimler Century, maroon and silver with
 red leather upholstery, 9,000 miles only, fitted
 radio with twin speakers, Rim Embellishers, whole car
 immaculate; £1,085.—Jack Smith, 23, Bruton Place,
 W.1. Mayfair 0661-2. (C4082)

£625—1955 (September) Daimler Conquest saloon,
 fitted heater, new tyres, one owner, taxed
 year, beautiful car, and cheapest ever offered.—Simms,
 11, Bennett Rd., Higher Crumpsall, Manchester, 6.
 Tel. 1524 Chetham Hill. (C6359)

1953 Daimler Conquest, one owner and always
 chauffeur driven and maintained, low mile-
 age and as new condition, £745.—Gordon & Glynn,
 79, Cadogan Lane, Sloane St., S.W.1 (2 mins. Sloane
 Square Tube). Sloane 8326. (C2075)

ROSE & YOUNG, Ltd., offer 1954 Daimler Con-
quest Century saloon, low mileage, one owner
example, fitted radio, heater, metallic grey; £595.
 65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min.
 Streatham Hill Station). Tulse Hill 6464. (C3057)

425 gns.—Daimler 1949 2½-litre saloon, grey, sliding
 head, blue leather, heater, excellent condition,
 terms, exchanges; list. Open 9-7 weekdays and Sat-
 urdays.—Rowland Smith, Hampstead (Hampstead
 Tube). Hampstead 6041. (C4018)

1955 Daimler Century, one owner, executive's
 car, typical Daimler condition throughout,
 a luxury car for the attractive price of £1,075; one
 of our many high-grade used cars; terms and ex-
 changes.—Rex Phillips & Sons, Ltd., 15, Albion St.,
 Birmingham. Bearwood 1325. (C6558)

1953 Daimler Consort sln., one owner, chauffeur
 maintained, this car is virtually as new,
 finished in black leather, brown leather interior, im-
 maculate throughout, all tyres as new, fitted heater,
 etc., a sound investment for the motorist who wants
 thousands of miles of trouble-free, thoroughbred motoring.
 £595.—W. Phillips & Sons, Ltd., 15, Albion St.,
 Mr. Mosley St., Manchester, 1. Tel. Central 7577.
 (C6338)

Daimler Cars Wanted
DROP head coupe, 1955, wanted.—H., 24, Chestnut
 Close, Abernethy, Bucks. (C682)

XXX Top price paid for good Daimler.—H. P.
 Edwards, 154, Great Titchfield St., London.
 W.1. Langham 0012. (W2005)

ROWLAND SMITH'S the Car Buyers.—Highest cash
prices for Daimler—Hampstead (Tube), 18 W.1.
 Ham. 6041. (W4018/R)

ALMOST new Daimler required immediately.—
 Morley, 76, Cambridge Rd., Kingston. Kingston
 8885. (W3016/R)

Daimler Spares and Service
DAIMLER and Lanchester specialists.—Dehnam
 Motors, 17, Atherton Mews, S.W.7. Western
 4541. (0156/R)

CROYDON.—Donald Vince & Co. Ltd., Daimler and
Lanchester specialists, for sales and service, at
Kidderminster Rd., Croydon 5775. (0688)

AROOT ENGINEERING, Ltd.—Complete overhauls
and engineering services, Daimler cars, preselector
gear box exchanges and 48-hour repairs.—168, Fulham
Rd., Chelsea, S.W.3. Ken. 7301/7321. (0236/R)

DAIMLER and Lanchester repairs, spares, gear boxes
a specialty; reasonable charges.—A. A. Timmins
& Co. (formerly with Daimler Co.), 81, Clapham Rd.,
S.W.9. Reliance 1647. (0666/R)

DARRACO

METCALFE & MUNDY, Ltd., offer:—
A most fabulous Darraco, late property of eminent
 titled personage, fitted with a breathtaking stream-
 lined fixed head coupe coachwork with sliding head by
 Fison & Palsgrave, beautifully cellulosed in navy blue
 with chromium plated wheels, all cellulose and chrome
 in unblemished order, radio with twin speakers, alter-
 nate horns, built-in electrically controlled, fantastic per-
 formance, faired in rear wheel, bevelled glass, Cotal
 gear box giving lightning acceleration; £1,375.

METCALFE & MUNDY, Ltd., 280, Old Brompton
Rd., S.W.3. Ref. 5471/0166/7. (C3064)

DELAGE

CASSE'S MOTOR MART—1939 Delage D8 120 sports
saloon, blue and silver, genuine 37,000 miles, superb
example.—5, Warren St., W.1. Euston 4110. (C1040)

DELAHAYE

1949 135M Pennock drop head fourseater, Cotal
gear box, history known, excellent through-
out; £395; terms, exchanges, Richards & Carr, Ltd.,
35, Kimerton St., S.W.1. Belgrave 3711. (C3045)

DE SOTO

AUTOSALES (LONDON), Ltd.
1951 De Soto de luxe saloon, r.h.d., radio, heater,
 absolutely as new; £925.—Belsize Rd., N.W.6.
 Maids Vale 5555/2155. (3761)

1954 De Soto Firecracker. See under "Postwar Cars"
 in the American Car Section. (C3109)

D.K.W.

J. H. BARTLETT.—D.K.W. Sonderklasse saloon, one
owner, reduced to £625.—27, Pembroke Villas, W.11.
1955 (September) D.K.W. Sonderklasse fixed head
 coupe, H.L. modified engine, radio, perfect
 condition; £775.—Hamling Bird Garage, Watford Rd.,
 St. Albans. Tel. 52050. (C2106)

1955 (Aug.) D.K.W. Sonderklasse fixed head coupe,
 colour grey/blue, mileage 11,000, an amazing
 car with wonderful performance, as brand new; £775;
 terms, exchanges.—Motor House, Stoultou, 159,
 Worcester. Tel. Peacoteau 275. (C6157)

DKW rebuilt cabriolet, pre-war model, regis-
 tered here in 1953, re-upholstered, all
 woodwork recovered, car just going into paintshop for
 2-tone grey finish, guaranteed mechanical overhaul,
 labour and materials for 6 months; truly wonderful
 buy at £365.

B. & M. GARAGES, Ltd., for D.K.W.
cars, genuine spares, guaranteed repairs
and overhauls; terms, exchanges, etc.—42a, St.
Michael St., Paddington 6977. (0016/R)

FERRARI

1952 Ferrari 2.5-litre V.12 fitted with double
 choke, 3 Weber carburetors, coachwork by
 Superleggera Touring by Milan; this car in magnifi-
 cent order throughout is offered at £2,500.—Welwyn
 Service Depot, Ltd., Welwyn Garden 2345. (W621)

FIAT

H. C. PAUL, Ltd.
1955 Fiat 600 saloon, dark blue, 5,000 miles, one
 owner; £495.—32, Bruton Place, Berkeley Sq.,
 W.1. Mayfair 0521/2. (C5040)

BRADSTOCK MOTORS, Ltd., offer:—
1954 (Dec.) Fiat 1100, radio, heater, spot, taxed,
 low mileage, immaculate; £625.—Chase Rd.,
 Epsom 5696-7; also 454-455, London Rd., North Chis-
 Surrey. Tel. Fairlands 6285. (C1050)

WORKING MOTORS, Mercedes distributors.
1900 Fiat saloon, 8,000 miles, one titled owner,
 superlative performance, with five-speed
 gear box and traffic clutch, Weber carbs, radio, heater,
 whitewall tyres, December '53/4, cost £2,000; accept
 £895.—Maybury Hill, Working 4277-8. (C4057)

MAYFAIR GARAGES, Ltd.—Latest Fiat Multipla
stock for immediate delivery.—Below
MAYFAIR GARAGES, Ltd.—Fiat 1955, 1100 Mil-
leuno saloon, small mileage, almost new; £675.—
Below

MAYFAIR GARAGES, Ltd.—Fiat 1955 (reg. Sept.
new condition; £485.—Below
MAYFAIR GARAGES, Ltd.—Fiat, March, 1955, 500C
convertible coupe, olive grey, as new; £445.
MAYFAIR GARAGES, Ltd.—All used post-war Fiat
cars guaranteed for 3 months.—Below

MAYFAIR GARAGES, Ltd.—Good selection pre-war
cars from £25.—Below
MAYFAIR GARAGES, Ltd.—Full price lists and
copy of Autocar road test report on request.—
Below

MAYFAIR GARAGES, Ltd., Fiat/Silma West End
Showrooms, Balderton St. (Opp. Selfridges clock),
W.1. Mayfair 3104/5. (C3006)

C. V. RUSHMER AUTOMOBILES, official Fiat agents
for new and guaranteed used models.
C. V. RUSHMER AUTOMOBILES—1955 1900A
saloon, 5-speed fluid drive, 85mph, 25 mpg, radio,
heater, one owner, as new, cost £1,500; £975.
C. V. RUSHMER AUTOMOBILES—1956 1100, new,
unregistered, £775.
C. V. RUSHMER AUTOMOBILES—1956 600 convert-
ible, 4,000 miles; £595.
C. V. RUSHMER AUTOMOBILES—1955 500 C com-
vertible, one owner; £485.—45c, Holland Park
Mews, W.11. Park 5731. (C3061)

600 Convertible 1956, 1,800 miles only; £585.—Rudds,
 41, High St. Worthing 7773-4. (C6289)

S. & S. MOTORS, Fiat official agents, offer below
new or used Fiats combined with London's finest
after-sales service.
S. & S. MOTORS—1939 500cc, new hood, good
mechanically; £155
S. & S. MOTORS—1939 500cc cabriolet, recondi-
tioned engine, metallic blue bumpers, etc.; £185
S. & S. MOTORS—1956 1,100cc Millescento pillarless
saloon, 3,000 miles only, one owner, perfect con-
dition, £615
S. & S. MOTORS offer several 500cc; from £80 to
£120, in good running order.
S. & S. MOTORS, London's most central Fiat agents;
showrooms and workshops devoted to Fiat cars.—
Tel. Paddington 6174, 18, Leinster Ter., W.2. (C4090)

FIAT 500, 1943 cabriolet, first reg. 1948, exceptional
condition, completely overhauled, 50 mpg; £150.—
Tel. Imperial 2494. (C6320)

£275—1940 1500 Farina type English fourseater drop
 head coupe, 11,000 miles only, as new, £250
 spent on reconditioning; must be seen to be appreciated.
 —Moisey 2496. (C6317)

1937 Fiat 500, fine condition, lively, economical,
 recon. engine, brakes, steering, new carb.,
 distributor, much else; worth £135, but offer—
 Faynting, 6, Hylands Close, Epsom (Epsom 5953).
 (C6282)

ANTHONY CROOK.—New 600 saloons, convertibles,
Multiple 6-seaters, 1100, 1400 and 1900 for early
delivery; 2 1956 600 saloons, from £560; Fiat spares,
tuning, service by specialists; sole concessionaires for
U.K. for Abarth, Fiat conversions for additional speed;
sales.—High St., Escher 4580; Service: Herham Nr.
Walton-on-Thames; Tel. 697. (C1063)

Fiat Cars Wanted

R **ROWLAND SMITH'S, the Car Buyers.—Highest cash**
prices for Fiat—Hampstead (Tube), N.W.3. Ham.
6041. (W4018/R)

MAYFAIR GARAGES, Ltd.—Top cash prices for
Fiat.—Balderton St. W.1. Mayfair 3104-5. (0695/R)

C. V. RUSHMER AUTOMOBILES pay more for Fiats.
 45c, Holland Park Mews, W.11. Park 5731. (W3061)

S. & S. MOTORS pay more for Fiat; distance to
 purchase no object.—18, Leinster Terrace, W.2,
 Paddington 6174. (W4030)

Fiat Spares and Service

S. & S. MOTORS, London's largest Fiat stockists, 18,
Leinster Terrace, W.2. Pad. 6174. (0145/R)

FIAT genuine spares from Fiat (England), Ltd.,
 Water Rd., Wembley Middlesex. Tel. Feriate 561.
 and officially appointed distributors and dealers
 throughout the country. (0809/R)

FIAT 500, 1100 and 1500, full range spares, replace-
ment parts, new and used reconditioned bench-
tested engines, starter motors, dynamo, radiators;
springs in exchange; stamp list.—Derrington, 159,
London Rd., Kingston 5621-2. (S1071)

FORD ANGlia

DAGENHAM MOTORS, Ltd., Ford main dealers.
A FINE selection of At Ford Anglias always avail-
 able; 'phone for our list.—Used Car Dept., Hyde
 Park 4070. (C1068)

1955 Anglia, black, heater, clock, 14,000 miles, one
 owner, excellent condition; £475.—3, Odessa
 Rd., Harlesden, N.W.10 (evenings). (C6279)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD ANGLIA

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. offer:—

1955 Anglia saloon, green with beige upholstery, heater, moderate mileage, one owner excellent condition; £495; our hire purchase terms are now 5% for 12 months.

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3042) at Brown's.

A1 **1955** (August) Ford Anglia saloon, blue, interior to match, heater, radio, Handa overdrive, taxed year, 14,000 miles only, indistinguishable brand new, cost over £700; first £525 secured.

1955 (July) Ford Anglia de luxe saloon, black, and red interior, overdrive, heater, radio, 14,000 miles as new; £525.

W J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. (C1025)

G. S. HALL offer:—

1957 Anglia saloons, why secondhand? Choice of colours from stock; part exchanges welcomed. —302, King St., Hammersmith, W.6. Riverside 2881. (C2100/1)

PERRY'S OF HARROW.

HAVE an excellent choice of post-war 8hp saloons available.

PHONE Harrow 4282 and 9140 for details.

W HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). (0089/R)

1955 Ford Anglia, black, spotless; £485.—Below.

1955 Ford Anglia, black, reconditioned engine; £325.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. (C4019)

1954 Ford Anglia saloon, heater, in splendid order; £445.

1955 Ford Anglia saloon, heater, Dorchester grey with red interior; £475.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. (C2008)

ALEXANDER Laystall Hi-power conversions for Ford Anglia; amazingly improved performance and economy; send for data sheets and road tests.

ALEXANDER ENGINEERING CO., Ltd., Haddenham, Bucks. Tel. Haddenham (Bucks) 345. (C1094)

MARCEL 1956, Ford Anglia de luxe, green, low mileage, with heater, guaranteed; £550.—Gilbert Rice, Ltd., Horsham, 4331. (C153)

1940 Ford Anglia, guaranteed; £150; payments. —Oldfield, 386, Kensington High St., W.14. (C3039)

1953 Ford Anglia, good condition throughout, taxed; £300.—110, Battersea Rise, S.W.11. Battersea 0549. (C1096)

1948 Anglia, just reconditioned, in excellent condition throughout. £225.—Cavendish Motors, Cavendish Rd., N.W.4. Willesden 0046. (C1121)

1955 Ford Anglia, fawn, one owner, low mileage; £485.—Brent Cross Garage, Hendon Way, N.W.4. Spe. 1196. (C1067)

1953 Ford Anglia saloon, fawn, new engine; £335.—Hale Motors, Ltd., Tot. 7771 (4 lines). (C2077)

PRIDE & CLARKE—1956 Ford Anglia saloon, 9,000 miles, heater, £495; 1955, low mileage, heater, from £249; 1953, £269; 1950, 1 h.d., £229; 1947, £169.—Stockwell Rd. S.W.9. Brixton 6251. (C3066)

1954-5 Anglia new type saloons, fitted heaters, guaranteed; from £435; exchanges and terms.—Palmer, 3, Russell Garden Mews, Kensington, W.14. Park 9704 and 5962. (C3034)

125 gns.—Ford Anglia 1940 saloon, black, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (C4018)

1956 (May) Anglia, heater, literally as new, low mileage, taxed, one owner; £490; terms, exchanges.—E. M. 58, Talbot Crescent, N.W.4. Hendon 8757. (C322)

1954 (Dec.) Ford Anglia, '55 model, Bristol fawn, with heater, one owner, 22,000 miles, immaculate condition, taxed, fully guaranteed; £445; part exchanges welcomed.—Bradbury of Cricklewood, Edgware Rd., N.W.2. Gls. 1194. (C217)

Ford Anglia Cars Wanted

DAGENHAM MOTORS, Ltd., Ford main dealers.

WISH to purchase Ford Anglia cars.—Used Car Dept., Hyde Park 4070. (W1066)

1954-5 Anglia, urgently wanted.—35, Kinnerton St., S.W.1. Belgrave 3711. (W3045)

ALMOST new Anglia required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. (W2016/R)

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Anglias.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

FORD POPULAR

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. offer:—

1955 Ford Popular, black with red, many extras, low mileage, excellent condition; £345; our hire purchase terms are now 5% for 12 months.

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3043)

BOWES ROAD GARAGE offer:—

£295—Popular 1954 model (reg. Nov. '53) saloon, black red interior, in excellent condition throughout.—Bowes Rd. (North Circular Road), N.11. Bowes Park 2284/5/6. (5918)

DAGENHAM MOTORS, Ltd., Ford main dealer.

A FINE selection of A1 Ford Popular cars always available, phone for our list.—Used Car Dept., Hyde Park 4070. (C1066)

FORD POPULAR

TANKARD & SMITH, Ltd. (TOTTENHAM), offer:—

1956 Ford Popular, green/beige trim, 8,000 miles, as new; £355.—226, High Rd., London, N.15. Tot. 0414. (C381)

1955 Popular, black, trafficators, guaranteed; £310.—Campbell Symonds, Perivale 4456. (C1037)

1954 Ford Populars, choice of two, black and fawn, from £305.

MICHAEL CHRISTIE MOTORS, Bloeston Rd., Aylesbury, Bucks. Tel. 4777. (C1094)

POPULAR, Dec. 1953, one owner, must be seen to be believed; £255.—Box (London) 5092. (C323)

1954 Ford Popular saloon, blue, many extras; £295.—Hale Motors, Ltd., Tot. 7771 (4 lines). (C2077)

1955 Ford Popular, black, red interior, one owner, as new, taxed; £315.—Macaulay 1897 (after 6, Brixton 4265). (C110)

1954 Popular saloon, heater, washers, magnificent, guaranteed; £290.—Vaughan, 17, Astwood Mews, S.W.7. Tel. 1319. (C4078)

PRIDE & CLARKE—1956 Ford Popular saloon, 8,000 miles, £369; 1955, low mileage, heater, from £319; 1954, heater, from £279.—Stockwell Rd. S.W.9. Brixton 6251. (C3066)

1956 (June) Ford Popular saloon, Bristol fawn, genuine 5,000 miles, as new; £365.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. (C2109)

275 gns.—Ford Popular 1954 saloon, Winchester blue, trafficators, parcel shelf, loose covers, excellent condition; choice of 4; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

Ford Popular Cars Wanted

DAGENHAM MOTORS, Ltd., Ford main dealers.

WISH to purchase Ford Popular cars.—Used Car Dept., Hyde Park 4070. (W1066)

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Populars.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

FORD TEN

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1954 Ford 10 Martin Walter utility, extras; £395.—355, High Rd., Wembley Midx. Tel. Wembley 4422. (C4015)

Ford Ten Cars Wanted

MARSTON MOTOR CO., Ltd., for your Ford 10.—Tel. Sta. 8000 Seven Sisters Rd., Tottenham, N.15. (0179/R)

FORD SQUIRE

HENLYS offer with 4 months guarantee.

1956 Ford Squire utility, heater, one owner, grey with red interior; £635.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. (C3553)

1956 Ford Squire, Lichfield green, leather, low mileage; £600.—Gilbert Rice, Ltd., Horsham 4331. (C154)

FORD PREFECT

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. offer:—

1955 Prefect saloon, fawn with red upholstery, heater, one owner, excellent condition; £520; our hire purchase terms are now 5% for 12 months.

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3042)

G. S. HALL offer:—

1957 Prefect saloons, why secondhand? Choice of colours from stock; part exchanges welcomed. —302, King St., Hammersmith, W.6. Riverside 2881. (C2100)

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

TEL. Harrow 4282/9140 for details.

W HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). (0100/R)

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer.

1952 (late) Ford Prefect, fawn, heater, spot light, taxed; £395.—Metropolitan Motors, Horn Lane, Acton, W.3. Acton 5064. (C3080)

BROADWAY MOTORS, Hounslow, offer:—

£475—1955 Ford Prefect, black, red interior, 10,000 miles only, one owner, perfect throughout; trade inquiries invited.—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/9309. (C1113)

ALLAN TAYLOR (MOTORS), Ltd., offer:—

1955 Ford Prefect, 12,000 miles, colour black; £525.

HIGH ST., Wandsworth, S.W.18. Tel. Vandyke 7222 (10 lines). (C341)

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of A1 Ford Prefects always available, phone for our list.—Used Car Dept., Hyde Park 4070. (C1066)

CLARKE & SIMPSON, Ltd., Ford retail dealers, offer:—

1955 (September) Prefect, black/red, heater, one owner, choice of 3 from £495.

49—Sloane Sq., S.W.1. Tel. Sloane 0436. (C1048)

1955 Prefect saloon, heater, one owner, low mileage, guaranteed; £475; also

1953 Prefect saloon, heater, guaranteed; £335.—Palmer, 3, Russell Garden Mews, Kensington, W.14. Park 9704 and 5968. (C3034)

FORD PREFECT

1955 Model Prefect, heater, in very good condition; £495.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8876/7779. (C4016)

1956 model Prefect de luxe saloon, heater, etc., as new throughout; £565.

G. P. MORLEY, 76, Cambridge Rd., Kingston-on-Thames. Kingston 8885. (C3016)

1954 Ford Prefect saloon, fitted heater, kept in excellent order; £465.

1955 Ford Prefect saloon, heater, low mileage; £495.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. (C2008)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1956 Ford Prefect 1,800 miles; £595.

1948 Ford Prefect, seat covers; £245.—355, High Rd., Wembley Midx. Tel. Wembley 4422. (C4015)

ALEXANDER Laystall Hi-power conversions for Ford Prefect; amazingly improved performance and economy; send for data sheets and road tests.

ALEXANDER ENGINEERING CO., Ltd., Haddenham, Bucks. Tel. Haddenham (Bucks) 345. (C1094)

95 gns.—Ford Prefect, 1939, foursome drop head coupe, FVC hood; terms, exchanges.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

275 gns.—Ford Prefect 1949 saloon, leather, heater, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1955 & 1956 Ford Prefect de luxe saloons, low mileage, choice of colours, one owner, cars from £510.—Jennings, Richmond 3368. (C3103)

1953 (April) Prefect saloon, black, red and beige leather, fitted fog lamp, excellent condition; £365.—Robbins, East Putney. Tel. 7861. (C3016)

1953 (Sept.) Prefect, good mechanical condition, new tyres; £345.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. (C380)

1956 model Prefect de luxe saloon, 4,000 miles only, finished in Dorchester grey, one owner, maintained and serviced by us since new; £575.

R. S. CURRIE & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. (C1095)

ARCHIE SIMONS & Co., Ltd.—1950 Ford Prefect 1 saloon, colour beige, red leather upholstery, fitted loose covers, in excellent condition; £285.—35, Gt. Portland St., W.1. Lan. 1343. (C4013)

1950 (Jan.) Ford Prefect, blue, engine overhauled, brakes relined, specimen motor car; £295; exchanges welcomed.—Bradbury of Cricklewood, Edgware Rd., N.W.2. Gladstone 1194. (C217)

JACK ROSE, Ltd., Ford agents, offer 1956 Ford Prefect saloon, 8,000 miles, in Dorchester grey; £525.

1956 (August) Ford Prefect saloon, fawn with red heater, 2,000 miles only, a new car in every respect, 5 months' guarantee; £375.—Trinity Cars, 94, North Side, Wandsworth Common, W.14. Vandyke 1165. (C4034)

PRIDE & CLARKE—1956 Ford Prefect de luxe saloon, 6,000 miles, heater; £569; 1955, 10,000 miles, heater; £498; 1954, heater, one owner; £459; 1953, heater; £349; 1948; £229; 1948; £229.—Stockwell Rd., S.W.9. Brixton 6251. (C3068)

Ford Prefect Cars Wanted

DAGENHAM MOTORS, Ltd., Ford main dealers.

WISH to purchase Ford Prefect cars.—Used Car Dept., Hyde Park 4070. (W1066)

ALMOST new Prefect required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. (W2016/R)

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Prefects.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

FORD CONSUL

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. offer:—

1955 Consul saloon, green with beige upholstery, heater, radio, wing mirrors, seat covers, moderate mileage, excellent condition; £595.

1955 Ford Consul saloon, Bristol fawn, red upholstery, heater, moderate mileage, excellent condition; £585; our hire purchase terms are now 5% for 12 months.

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3043)

A1 at Brown's.

1956 (April) Consul Mk. II saloon, black and red interior, heater, taxed year, 8,000 miles, carefully used and maintained; £745 secured.

1954 model Ford Consul, black and red leather interior, heater, radio, seat covers, taxed year, beautifully kept and maintained; £495 secured; choice of interior in grey.

W J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2234. (C1025)

PEDIGREE CARS offer:—

1956-7 Ford Mark II saloon, as new; £735.—340-2, Euston Rd., N.W.1. Euston 7859. (C3093)

ELM AUTOSALES offer:—

1954 (Oct.) Consul convertible in Dorchester grey, red hide interior, one owner, heater, demister, low mileage, a brilliant example of this attractive model; £565.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. (C2057)

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer.

1954 Ford Consul de luxe saloon, black, red upholstery, recon. engine just fitted, one owner; £475.—Metropolitan Motors, Horn Lane, Acton, W.3. Acton 5064. (C3080)

1955 Ford Consul, 9,000 miles only, radio, heater, as new; £615.—Regent Lion Group, 26, Queensway, W.2. Bayswater 0136. (C1015)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD CONSUL

B. J. HUNTER, Ltd., offer:—

1955 Ford Consul convertible, all extras, low mileage; £675.
 B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. (C2040)

PALMER OF KENSINGTON.

1955 Consul Mark I convertible, heater; £595.
 1955 Consul Mark I saloon, heater; £550.

1954 Consul saloon, heater; £485.
 A. L. cars guaranteed; exchange and terms.—Palmer, 5, Russell Garden Mews, Kensington, W.14. Park 9704 and 5968. (C3034)

RAYMOND WAY OF KILBURN.

1955 Ford Consul Mark I saloon in Winchester blue, magnificent condition, mileage 18,000, whole host of extras including heater and radio, seat covers, underseal, wing mirrors; £795.
 OPEN 9 a.m. to 6 p.m. 6 days a week.—Malda Vale 6044. (C4047)

PHILIP RICKARDS, Ltd., offer:—

1956 Ford Consul Mk. II convertible, Warwick green, with fawn hood, fitted heater, works mileage; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4774-5. (C3051)

BROADWAY MOTORS; Hounslow, offer:—

£595!! 1956 Consul Mark I saloon, fawn, red interior, heater, 5,000 miles only.—Hamworth Rd., Hounslow, 12 miles. Hounslow East tube, Middx. Hous. 0175/3829. (C1115)

ENGINES, RECONDITIONED, Ltd., offer:—

1952 Ford Consul, black with red upholstery, taxed, heater, £275.—3, Pinner Rd., Harrow, Middlesex. Tel. Harrow 5366. (C2070)

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of all Ford Consuls always available; phone for our list.—Used Car Dept., Hyde Park 4070. (C1066)

NEW CROSS CAR MART, Ltd., Ford dealers, offer:—

1954 Consul, 19,000 miles, one careful owner, heater, taxed; £435.—71, Lewisham Way, S.E.14. Tid. 2908. (C3064)

ALEXANDER Laystall H.I.-power conversions for Consul; amazingly improved performance and economy; send for data sheets and road tests.
 ALEXANDER ENGINEERING Co., Ltd., Haddenham, A. Bucks. Tel. Haddenham (Bucks) 345. (C1094)

1955 model Ford Consul, black, red leather, low mileage, seat covers, wing mirrors, etc., exceptional condition; £575.
 MCLAREN & COX, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560/6307-8. (C3043)

1953 Ford Consul, heater, radio, one owner; £475.—E. I. Mendel, Ltd., 85, Gt. Portland St., W.1. Lan. 2261-2. (C5101)

1955 Ford Consul saloon, heater, leather upholstery, this car looked after really well and immaculate throughout; £575.
 FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 9 a.m. to 6 p.m. (C3008)

495ms.—1954 (Dec.) Consul, black, radio, heater, leather, extras, superlative, one owner.—Box 5047. (C6206)

1954 Consul, Dorchester grey, genuine 17,500 m.l., superlative condition; £515.—Farnborough, Kent 3933. (C6188)

1955 Ford Consul drop head, very low mileage, heater, leather, in excellent condition throughout; choice of 2 from £625.
 SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. (C4016)

1955 Ford Consul saloon, Dorchester grey/red as new and guaranteed; £555.
 1953 (Sept.) Ford Consul saloon, grey/red leather, radio, heater, town and country tubeless tyres, spot light, etc., one owner, 19,000 miles, as new and guaranteed, taxed; £475.

ALWOOD GARAGE, Alwood Rd., Maidenhead. A. Tel. Littlewick Green 3076; evenings and week-ends, Littlewick Green 3076. (C1107)

1954 Consul convertible with heater, fitted Laystall conversion, one owner, taxed year; £540.—Western 4544. (C374)

1956 Consul Mark II saloon, fitted heater, nominal mileage; £750.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Belgrave 3721. (C3006)

G & M ALFRED'S (1936), Ltd.—1955 Ford Consul, small mileage, extras, nearly new.—6-7, Warren St., W.1. Euston 3265. (C1005)

1954 Ford Consul saloon, black, fitted heater, good condition; £475.—Hale Motors, Ltd., Tot. 7771 (4 lines). (C2077)

1955 Ford Consul, 11,000 miles, heater, etc.; £550.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. Euston 7811. (C2110)

1955 Consul convertible, heater, leather, grey/fawn, excellent condition, one owner; £635.—Hendy, Ltd., Southampton 23447. (C1660)

1956 Ford Consul saloons, latest type, delivery mileage.—Autowork, Ltd., Southgate St., Winchester. Tel. 4955. (C1010)

AZ MOTORS offer most attractive 1954 (May) Consul, heater, loose covers, open any examination; £475.—Palmerton Rd., N.W.6. Mid. 4725. (C1011)

1955 Consul convertible, grey and red, heater, 7,000 miles only, excellent condition; £645.—Roake Autos, 155, Stafford Rd., Croydon. Tel. Croydon 9962. (C376)

1956 Consul Mark II, 4,000 miles, grey, leather, heater many other extras, as brand new, bargain; £765.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Tel. Euston 7811. (C4011)

PRIDE & CLARKE.—1956 Ford Consul saloon, 11,000 miles, heater, radio, £579; 1955, low mileage, heater, from £539; 1954, heater, £480; 1953, heater, £459.—237, Brixton Hill, S.W.2. Tel. 3684/5. (C3068)

FORD CONSUL

WOOD & LAMBERT, Ltd., main dealers.

1955 Consul convertible, ivory, heater, most attractive; £645.
 1955 Consul saloon, Dorchester grey, heater, carefully used; £545.
 1953 Consul saloon, black, heater, well kept; £445.

49 Stamford Hill, N.16. Sta. 3433. (C4085)
 8000 miles!! 1956 (Feb.) Ford Consul de luxe, grey, red leather, heater, spare unused, taxed year, car has been immaculately maintained by one fastidious owner; £615.

R. S. MEAD (SALES), LTD., 42, Queen St., Maldenhead. Tel. Maldenhead 3431-2. (C3011)

1955 (March) Consul, Darrington twin S.U.s and exhaust manifold, Laycock overdrive, underseal, leather, heater; £625.—33, Crofton Rd., Orpington, Kent. Orpington 2704. (C290)

1954 (April) Ford Consul, green with fawn interior, 26,000 miles, heater, one owner, excellent condition; £495; part exchanges welcomed.—Bradbury of Cricklewood, Edgware Rd., N.W.2. Glia. 1194. (C3011)

1955 (June) Ford Consul, Dorchester grey, red, F.V.C. heater, 15,000 very careful miles, next-to-new condition, supplied by us; £565; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bayswater 4274. (C4035)

1954 (Sept.) Ford Consul saloon, one owner, nominal mileage, super tuned with high compression cylinder head, terrific performance, extras include heater, wing mirrors, spot light, etc.; £540.—Jennings, Richmond 3368. (C5103)

FORD Consul, 1955, Dorchester grey, 17,000, one owner, radio, heater, leather, twin fog lights, screen washers, reversing light, exterior visor, and many other extras, really immaculate condition; reason for selling owner purchasing larger car for towing; £615.—Aldworth, Job's Dairy, Didsbury, Berks. Tel. 4132. (C2296)

Ford Consul Cars Wanted
 DAGENHAM MOTORS, Ltd., Ford main dealers.

WISH to purchase Ford Consul cars.—Used Car Dept., Hyde Park 4070. (W1066)

ALMOST new Consul required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. (W3016-R)

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Consuls.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018-R)

FORD ZEPHYR

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—

1956 Zephyr Mk. I saloon, green with grey/fawn upholstery, heater, mileage 3,900, one owner, excellent condition; £660; our hire purchase terms are now 5% for 12 months.
 W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3042)

CAR MART, Ltd.
 £575.—Ford Zephyr saloon, heater (extras), registered March, 1955.
 £725.—Ford Zephyr convertible (power operated), heater, registered August, 1955.
 CAR MART, Ltd., 16, Uxbridge Rd., W.5. Ealing 6600. (C1039)

SLOCUMBS, Ltd.
 1953 Ford Zephyr, green, plastic head lining, fitted glass, fitted heater; £445.
 GUARANTEE part exchanges, h.p. terms.—Dudden Hill Lane, N.W.10. Willesden 4969. (C4017)

G. S. HALL offer:—
 1957 Zephyr saloons, why secondhand? Choice of colour from stock; part exchanges welcomed.—302, King St., Hammersmith, W.6. Riverside 2881. (C2100)

H. BEART & Co., Ltd., offer:—
 1955 Ford Zephyr saloon, green with beige upholstery, one owner, genuine 9,000 miles and like new throughout; £595; 1954 Ford Zephyr saloon, finished Dorchester grey with red upholstery, fitted loose seat covers, £495.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. (C1081)

GUY SALMON AUTOMOBILES offer:—
 1955 Ford Zephyr saloon, 10,000 miles only, overdrive, drive, radio and heater, immaculate condition; £551-2-3. (C4001)

HENLYS offer with 4 months guarantee.
 1954 Ford Zephyr convertible, radio, heater, one owner, grey with red interior; £665.
 HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W.11. Finchley 081. (C349)

WOOD & LAMBERT, Ltd., main dealers.
 1955 Zephyr convertible, Canterbury green, leather, heater, power top, 11,000 miles only; most attractive; £675.
 49 Stamford Hill, N.16. Sta. 3434. (C4085)

CLARKE & SIMPSON, Ltd., Ford retail dealers, offer:—
 Mark II Zephyr convertible, 800 miles only, registered 3 weeks, Warwick green/leather, heater, power-operated hood, absolutely unmarked, cost £1,165; offered at £1,095.
 49, Sloane Sq., S.W.1. Tel. Sloane 0436. (C1048)

1955 Ford Zephyr, one owner, Michellin X tyres, heater; £585; choice of 2.
 FARNHAM MOTOR Co., Ltd., Downing St., Farnham. Tel. 6151. (C2110)

1956 Mark II Zephyr convertible, ivory, 1,700 miles only, fitted heater and radio; £895.
 R. W. CURRIE & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 081. (C1095)

1955 (Nov.) Ford Zephyr saloon, green, heater, overdrive, one owner, 15,000 miles; £585.
 CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2. Pad. 3440. (C3050)

FORD ZEPHYR

DAGENHAM MOTORS, Ltd., Ford main dealer.

A FINE selection of all Ford Zephyrs always available; phone for our list.—Used Car Dept., Hyde Park 4070. (C1066)

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481/2/3 offer:—
 1955 Zephyr convertible, grey, power hood, heater, Ace Rimbellishers, twin spotlights, 12,000 miles only, perfect condition; £695. (C1001)

ALEXANDER Laystall H.I.-power conversions for Zephyr; amazingly improved performance and economy; send for data sheets and road tests.
 ALEXANDER ENGINEERING Co., Ltd., Haddenham, A. Bucks. Tel. Haddenham (Bucks) 345. (C1094)

1953 Ford Zephyr, low mileage, one owner; £485.—Le Grice Elert, 107, Old Brompton Rd., S.W.7. Kensington 2477. (C2055)

G & M ALFRED'S (1936), Ltd.—1953 Ford Zephyr, heater, leather, 1955 condition.—6-7, Warren St., W.1. Euston 3265. (C1005)

ZEPHYR, 1956, July, Mark II, blue, one owner, 6,000 miles, excellent; £810.—34, Groom Place, London, S.W.1. Sloane 4709. (C6218)

1956 Mark I Zephyr electric convertible, ivory beige, maroon hide, virtually new car; £745; exchange considered.—Emberbrook 5722. (C2696)

1956 Ford Zephyr Mark II saloon, colour grey, one owner; £800.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181/2. (C4051)

£635!!! Ford Zephyr convertible, 1955, black with red leather, small mileage, excellent condition, also choice another in mint condition with power top.
 LAMBS OF WOOD GREEN (Established 1897), 100 L. guaranteed cars; exchanges, hire purchase; £21-423, High Rd., Finchley. Finchley 6222. (C1005)

1955 Ford Zephyr saloon, fawn, radio, heater, overdrive and leather 14,000 miles, one owner; £615.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. (C1062)

1955 Ford Zephyr coupe, power-operated hood, ivory, heater, wing mirrors; £625.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Frenstantle 3533. (C1062)

1955 Ford Zephyr saloon, finished in black with red leather interior, fitted all new tyres, town and country on rear wheels, heater, a really excellent example, one owner from new; £495; choice of two.
 MALSTONE ENGINEERING Co., Southbury St., Mendleton, Manchester, 6. Pendleton 3457. (C3000)

1955 Zephyr convertible, power-operated hood, radio and heater, seat covers, many more extras, immaculate condition throughout; £675.—Cavendish Motors, Cavendish Rd., N.W.8. Willesden 0046. (C1061)

1953 Zephyr saloon, one owner, 32,000 miles, fitted Raymond Mays triple carburetors conversion, leather, heater, twin spot, screen washers, taxed, town and country tyres, spare as new, one of the fastest Zephyrs on the road.—A. T. Motors, 3-5, Warren St., W.1. Euston 1926. (C6382)

Ford Zephyr Cars Wanted
 DAGENHAM MOTORS, Ltd., Ford main dealer.

WISH to purchase Ford Zephyr cars.—Used Car Dept., Hyde Park 4070. (W1066)

ALMOST new Zephyr required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. (W3016-R)

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Zephyrs.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018-R)

FORD ZODIAC

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—

1955 Ford Zodiac Mk. I saloon, green with grey/fawn colour combination, all accessories and refinements, low mileage, excellent condition; £625.
 1956 Zephyr Zodiac Mark I saloon, overdrive, black with grey/fawn leather upholstery, all Zodiac accessories, including heater, fog lamps, reversing lamp, etc., very low mileage, one owner, excellent condition; £645. Our hire purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3042)

AL at Brown's.
 1956 (May) Ford Zodiac Mk. II saloon, finished 2,000 miles, taxed year, practically unmarked and indistinguishable from new; £995.

1956 (July) Ford Zodiac Mk. I saloon, grey/fawn, duo-tone, leather upholstery to match, overdrive and all extras, 2,000 miles only, unmarked and as new; £845.
 W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2294. (C1023)

B. J. HUNTER, Ltd., offer:—
 1954 Zodiac saloon every conceivable extra, very attractive in green and grey; £575.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. (C2040)

PHILIP RICKARDS, Ltd., offer:—
 1955 (Nov.) Ford Zodiac saloon, grey/green, 6,000 miles, perfect; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. (C3051)

DAGENHAM MOTORS, Ltd., Ford main dealer.
 A FINE selection of all Ford Zodiacs always available; phone for our list.—Used Car Dept., Hyde Park 4070. (C1066)

CHARLES FOLLETT, Ltd., official Ford agents, offer:—
 1954 Ford Zodiac, grey and green, one owner, 11,500 miles; guaranteed 3 months; £835. (C1068)

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.
 SERVICE: Works and Stores, Barnsdale Yard, off Kildon Ave., W.9. (C2910)

1955 Ford Zodiac, duo grey, Motorola radio, one owner; £645.
 CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2. Pad. 3440. (C3050)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD ZODIAC

WOOD & LAMBERT, Ltd., main dealers

1954 Zodiac, grey/blue, very well maintained; £370.

49 Stamford Hill, N.16. Sta. 3434.

[C4083]

1956 Zodiac Mark II saloon, fitted radio, 5,000 miles only, immaculate; £385—Sidney Marcus, Ltd., 53, Sloane St., S.W.1. Tel. Belgrave 3721.

[C3006]

1956 model Mark I Zodiac, 11,000 miles, spare unused, radio/heater, whitewall tyres, faultless; £695—Bruce France, 8a, Cromwell Mews, South Kensington, W.8. Tel. 5813.

[C2096]

1956 (Aug.) Zodiac Mark I, grey/tawn, leather and seat covers, under 700 miles; immaculate, unmarked; £845—Ivor L. Roberts & Son, Ltd., 11, Delabecche St., Swansea 4393.

[C318]

1955 (August) Zodiac saloon, full equipment, 7,000 miles only, indistinguishable from new, guaranteed; £615, exchanges, terms—Palmer, 3, Russell Garden Mews, Kensington, W.14. Park 9704 & 5968.

[C3054]

595 gns.—Ford Zodiac, 1955, de luxe saloon, blue/grey, leather, heater, screen washers, Ace Rim-bellishers, one owner, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

[C4016]

Ford Zodiac Cars Wanted

DAGENHAM MOTORS, Ltd., Ford main dealer

WISH to purchase Ford Zodiac cars.—Used Car Dept., Hyde Park 4070.

[W1066]

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Zodiacs.—Hampstead (Tube) N.W.3. Ham. 6041.

[W4018/R]

FORD (V.8)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:

1949 Ford Pilot; £245.—355 High Rd., Wembley, Middx. Tel. Wembley 4422.

[C4015]

1949 Pilot saloon, heater, immaculate, guaranteed; £220.—Vaughan, 17, Astwood Mews, S.W.7. Pro. 1319.

[C4078]

£115.—1937 Ford V8 drop head coupe with occasional rear seat, tartan seat covers, exceptional condition; terms, exchanges.

C. WILKINSON, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060.

[C1045]

1949-50 Ford Pilot, radio, heater, guaranteed; £250, payments. Oldfield, 398, Kensington High St., W.14. Wes. 6631.

[C3029]

95 gns.—Ford V8, 1937, 30hp saloon, black, very good condition; choice of 2 terms, exchanges, list; open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

[C4018]

£250.—Ford V8 Pilot, really outstanding example, extra careful owner, a 1948 better used 1955; many others; we welcome A.A. or R.A.C. exams; hire purchase; exchanges; existing h.p. accounts settled.

BENMOTOR, 1, Clarendon Rd., W.11 (Sloane Square, Park Tube). Park 5066-7 and Park 2971.

[C1017]

Ford V.8 Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Pilots.—Hampstead (Tube) N.W.3. Ham. 6041.

[W4018/R]

FORD CUSTOMS

B. J. HUNTER, Ltd., offer:—

1951 Ford Customs super de luxe saloon, very respectable and attractive car, cost £2,000; unrepeatable at £550.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303.

[C2040]

1953 Ford Customline, radio, heater, overdrive, immaculate; £395.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779.

[C4016/1]

1949 Ford Customs sedan, radio and heater, excellent; £265.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779.

[C4016]

1952 Ford Customs, 1947 Ford Customs.—See under "Postwar Cars" in the American Cars section.

[C3108]

AMERICAN FORD

METCALFE & MUNDY, Ltd.

1955 Ford Sunliner convertible, power hood, 25,000 miles, radio and all extras, immaculate.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fra. 5471/0186-7.

[C3064]

1953 Ford Meteor Customline, excellent condition; £275.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779.

[C4016]

1955 Customline, r.h.d. hydromatic drive, radio, and heater, £4,000; immaculate.

1951 American Ford V8 de luxe model 4-door saloon, black, heater; £525—Joe Thompson (Motors), Ltd., 10-13, Fulham Rd., South Kensington, S.W.3. Ken. 4838.

[C4028]

ON all matters of sales, spare parts, repairs and service consult us, a subsidiary of Ford Motor Company, Ltd.—Lincoln Cars, Ltd., Great West Rd., Brentford, Tel. Ealing 4596-8.

[07485]

UTILITY—FORD OR OTHER BODIES

A1 at Brown's.

1954 model Ford 10 Utilicon, second engine, re-sprayed, looks and runs like new; £375.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Wes. 2264.

[C1025]

1950 (reg.) Ford Jeep utility, one of the finest examples on offer today; £155, exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.2. Hampstead 6480.

[C1034]

A CHOICE of six Ford 8 and 10 Estate cars and a Martin Walter utilities from 1949-1953, prices ranging from £150-£275; terms and exchanges.—Harrison, Four Seasons Garage, 101-103, Kings Rd., S.W.6. Renewn 4492.

[C3059]

Ford Miscellaneous Cars Wanted

Top price paid for good Ford.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0015.

ROWLAND SMITH'S the Car Buyers.—Highest cash prices paid for Fords.—Hampstead (Tube) N.W.3. Ham. 6041.

FORD SPARES AND SERVICE

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665.

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 7223 (5 lines).

FRANK C. GATES, Ltd., High Rd., Woodford Green (Tel. Westend 6535), main Ford dealers, service and all spares.

WE have one of the biggest stocks of S.M.P. spares in the country from model A, V8, W.D. types and tractor to the current models; Ford reconditioned engines, Bufo accessories.

W. J. REYNOLDS (MOTORS), Ltd., Main Ford Dealers, Ford House, New Rd., Dagenham, Rainham 770 (9 lines); and 6 High St., North, East Ham, E.8. Grange 1138 (5 lines).

FRAZER NASH

1934 Frazer Nash T.T. replica in absolutely original condition, has to be seen to be believed; £275.

PARADE MOTORS (MITCHAM), 66-67, Monarch Parade, Mitcham, Mit. 3532/7188.

FRAZER NASH-B.M.W.

1938 Frazer Nash-B.M.W. 321 sports saloon, excellent condition; £225.—Crisp's Motors, 84, Manchester St., Cleethorpes, Tel. 61008.

1939 Frazer Nash-B.M.W. Type 321 drop head four-seater coupe, grey, red leather, nice condition; £235; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6480.

J. H. BARTLETT.—Fraser Nash-B.M.W. 327/55 drop head coupe, exceptional condition, £350; Fraser Nash 321 drop head 4-seater, reconditioned, £195.—27, Penbridge Villas, W.11.

1938 Frazer Nash-B.M.W. type 328 sportsman's saloon, i.f.s., in very good condition throughout, excellent performance; £195, deposit £98.—Jack Kendall, Ltd., 208, High St., Harlesden, N.W.10. Elgar 3675.

Fraser Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fraser Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041.

HEALEY

1953 Healey F type Tickford saloon, grey with red leather upholstery; £650.—Reg. 1991.

ALVIS-HEALEY 1953 model 2/3-seater, convertible, specimen car, grey/red, radio, heater, etc.; £875.—Chipstead Motors, Ltd., 127, Fulham Rd., Kensington, London, S.W.3. Fixman 0052/7253/7154.

1952 F type Tickford saloon, one owner, 37,000 miles, many extras, quite outstanding; £885; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgrave 5711.

£625 11-1952 Healey Abbot drop head 4-seater, chrome with red leather, i.f.s., very fast, a beautiful car, immaculate, must be seen; h.p. deposit £315.—Bayshill Cars, 87, St. George's Place, Cheltenham. Tel. 54914.

Healey Cars Wanted

RICHARDS & CARR, Ltd., buy Healeys.—35, Kinnerton St., S.W.1. Belgrave 5711.

XXX Top price paid for good Healey.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0015.

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube) N.W.3. Ham. 6041.

HILLMAN

ROOTES

HAVE available a range of Hillman cars of very low mileage.

DEVONSHIRE House, Piccadilly, W.1. Grosvenor 3401.

CAR MART, Ltd.

£615.—Hillman Minx d.h. coupe, registered January 1955.

CAR MART, Ltd., 163, Bromley Rd., S.E.6. Hither Green 6111.

ELM AUTOSALES offer:—

1956 Hillman Minx Estate car, one owner, 4,000 miles, heater, demister, pearl grey/golden sand, red leather, obviously like new, 10-day's cost over £500; our price only £608.—Elm Autosales, 85, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615.

KIRKDALE CARS offer:—

1955 Hillman Minx, heater, excellent condition; £525.

OCT. 1954 Hillman Minx, heater, almost as new condition; £475.

1949 Hillman Minx, heater, just reconditioned, as new condition; £555; terms.—Kirkdale, Sydenham, S.E.26. Sydenham 6150.

B. J. HUNTER, Ltd., offer:—

1955 Hillman Californian in cream and red, £100 month of extras, very attractive car; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303.

[C2040]

HILLMAN

RAYMOND WAY OF KILBURN.

1955 Hillman Gaylock 4-door saloon in Bristol lawn, factory owned and maintained, a really beautiful car that has covered only 13,000 miles, heater; 599 gns.

OPEN 9 a.m. to 8 p.m. 6 days a week.—Malda Vale 6044.

GEORGE NEWMAN & Co. offer:—

1955 (April) Hillman Minx coupe heater, fog lamp, wing mirrors, 10,000 miles, one owner; £595.—369, Euston Rd., London, N.W.1. Eus. 4466.

H. A. SAUNDERS, Ltd., offer:—

1955 Hillman Minx convertible coupe, black, red upholstery, recorded mileage 3,015; £615.

H. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines).

CHARLES FOLLETT, Ltd., offer:—

1956 Hillman convertible Mk. VIII, black, beige interior and hood, genuine 2,500 miles, guaranteed 3 months; £695.

1954 Hillman Estate, beige, heater, one owner, guaranteed; £450.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936.

WARWICK WRIGHT, Ltd., offer:—

1955-6 Hillman Minx Mark VIII saloons, all standard colours, low mileage; £595.

1955 Hillman Mark VIII Californian (V8) and red, red upholstery, heater, 6,000 miles; £695.

1956 Hillman Minx convertible, black, red upholstery, heater, 6,000 miles; £725.

1956 Hillman Minx series I saloon, antelope and grey, red upholstery, i.h. drive, steering can be converted to r.h.d. at small extra charge, 3,000 miles; £775.

1956 Hillman Estate car, grey, red upholstery, 5,000 miles; £725.

1956 Hillman Minx series I convertible, grey, red upholstery, i.h. drive, steering can be converted to r.h. drive at small extra charge, 5,000 miles; £765.

WARWICK WRIGHT Ltd., 150, New Bond St., W.1. Mayfair 9761; Lords Court, St. John's Wood Rd., London, N.W.8. Cunningsham 4491.

PETER BANTOCK CAR SALES, offer:—

1956-7 Hillman Minx, current model, 2,000 miles only, literally as new; £725.—104, High Rd., Chiswick 2725/5870.

HENDON CENTRAL GARAGE, Ltd., offer:—

1952 Hillman Minx drop head coupe, grey with red upholstery, fitted heater, new hood, one owner from new; £425.—Watford Way, Hendon Central, N.W.4. Hendon 8094-5.

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1954 Hillman Minx convertible, radio, heater, L.H.D., £485.

MARLBOROUGH WORKS, 609, Kenton Rd., Kenton, Harrow, Tel. Wordsworth 7805.

D. J. SHEPHERD & CO. (ENFIELD), Ltd., offer:—

1949 Hillman Minx saloon, excellent condition; £330.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631.

1952 Hillman Minx convertible, excellent condition; £395.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779.

1949 Hillman Minx saloon, heater, exceptionally nice condition; £355.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621.

1955 Hillman Minx Mark VIII saloon, grey with red upholstery, low mileage, one owner, excellent condition; £565; our hire purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621.

1955 (July) Minx Mark VIII convertible, 11,000 miles, heater, seat covers, one owner; £625.

1955 (Oct.) Minx Mark VIII gay look de luxe saloon, extras include radio and heater; £625.

1955 (June) Minx Mark VIII de luxe saloon, radio and heater; £575.—Houslow 2151.

1953 Hillman Minx saloon, black; £395.—Hale Motors, Ltd., Tot. 7771 (4 lines).

1952 (Sept.) Minx convertible, blue, genuine excellent, 30,000; £395.—James, 312, Birchfield Rd., Redditch.

1947 Hillman 10 saloon, excellent condition; £350.—Smith & Hunter, 376, Kensington High St., W.14. Western 2314.

HILLMAN 1956 convertible, black and fawn, under 1,000 miles, heater, windscreen washers, radio, as new, one owner; £725.

HATTON CROSS GARAGE, Feltham 2176/5538.

£495!!!—1954 Hillman Minx de luxe saloon, spotless cellulose, speedometer records 18,000, whole vehicle like new.

£245!!!—1946-7 series Hillman 10 de luxe saloon, excellent condition, choice 2.

LAMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars; exchanges; hire purchase; 421-423, High Rd., Finchley. Finchley 6222.

£225!—1947 Minx saloon, engine overhauled, new tyres, loose covers.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4785.

1955 Minx de luxe chm. 11,600 miles, excellent; £555; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgrave 5711.

1954 (Nov.) Hillman Minx saloon, black, low mileage; £495.—Hale Motors, Ltd., Tot. 7771 (4 lines).

1948 Hillman Minx saloon sunbrite roof, heater, demister, chauffeur maintained, exceptional condition; £310.—Tulse Hill 8912.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN

1956 Hillman Californian, low mileage, blue & cream, heater, loose covers; £645.—Harvey Hudson, Ltd., High Rd., South Woodford, E.18. Wan. 0056. (C2039)

1949 Hillman Minx Mk. III saloon blue, engine overhauled, radio, taxed, guaranteed; £345. terms, exchanges.—Newbury Cars, Muswell Hill, N.10. Tudor 5394. (C3102)

1955 (April) Hillman Minx de luxe saloon, black, one owner, 16,000 miles, heater, screen-washer; £585.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3533. (C1083)

1955 series Hillman Minx saloon, one owner, low mileage, extras; £515.—Davies Car Centre, Ltd., 22-24, Horn Lane, London, W.3. Acorn 2275/3444. (C1120)

£575/1—1955 Hillman de luxe saloon, green, light fawn, heater, loose covers, spot light, overriders, screen washer, 18,000 miles only, in excellent condition, taxed.

R head. Tel. Maldenhead 3431-2. (C3011)

Hillman Estate, white and grey, red upholstery, works mileage only;—£700; part exchange and h.p. can be arranged.—Moss, Park St., Luton. Tel. 5255. (C1936)

1955 Mark VIII Hillman Minx special saloon, black, red interior, low mileage, a very attractive car; £495.—Beloe, 42, Worpole St., Wimbledon. 0195, and 96-98, Ewell By-Pass, Ewell 2393. (C1054)

1954 Hillman Minx de luxe saloon, October registration, one owner, mileage 19,000, under-sealed in very nice condition, grey; £525, taxed.—Gordon Wooderson, 46a, Drevestrad Rd., S.W.16. Streatham 8656. (C4059)

1952-3 Hillman Minx saloon, excellent in every respect, taxed; £395; terms and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 7300 and 8894. (C3559)

HILLMAN HUSKY

B. J. HUNTER, Ltd., offer:—

1956 Hillman Husky utility, low mileage, very good condition; £530.—Beloe, 42, Worpole St., Wimbledon. 0195, and 96-98, Ewell By-Pass, Ewell 2393. (C1054)

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H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS, 18, Berkeley St., W.1. Mayfair 6366. (C2039)

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. 0694/R. (C1054)

HUDSON

SIMPSON'S MOTORS.—See under American cars: full list. (C4015)

HUDSON Rambler, Sept., 1955, radio, heater, overdrive, 30mpg, one owner, cost £2,000, bargain; £1,250.—Chadley Motors, 25-27, Watford Rd., Kings Norton, Birmingham, 30. Tel. Kin. 2627. (C677)

HUDSON Commodore, registered September, 1955, fitted with free wheel and overdrive, H.M.V. radio with speakers front and rear, finished in duogreen, leopard skin loose covers; £695.

COX'S MOTORS, Ltd., 11-15, Conduit St., Leicester. Tel. 6319 and 2095. (C1059)

1940 Hudson sports saloon, aluminium body, 2 spare wheels, metallic blue with dark blue leather upholstery, steering column gear change; £130; h.p. terms and part exchanges.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6666. (C3106)

Hudson Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8881/3205 (W4015)

Hudson Spares and Service

HUDSON MOTORS, Ltd., Great West Rd., London, W.4. Chiswick 3621.—First-class service for all Hudson cars, spares freely available either through your local Hudson distributor or from Hudson Motors Ltd. (0065/R)

HUMBER

HAVE available a range of Humber cars of very low mileage.

DEVONSHIRE House, Piccadilly, W.1. Grosvenor 2401. (0106/R)

BENTALLS, Ltd.

1952 Humber Hawk, black, red upholstery, heater; £455.—Kingston-on-Thames, Kingston 1001. (C1093)

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer.

1952 Humber Hawk; £375.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. (C3080)

H. A. SAUNDERS, Ltd., offer:—

1955 Humber Hawk, black, red upholstery, overdrive, heater, recorded mileage 15,189; £745.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). (C4092)

TOM GARNER, Ltd., offer:—

1952 Humber Pullman Mk. III 7-pass. lim., black/leather, htr.; £895.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 2263-6-7. (C2020)

WARWICK WRIGHT, Ltd., offer:—

1955 Humber Hawk saloon, black, red upholstery, 14,000 miles; £775.

1956 Humber Hawk saloon, green, green upholstery, 7,000 miles; £675.

HUMBER Super Snipe saloon (shop soiled), black, red upholstery, 600 miles; £1,100.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 7761; Lords Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491. (C4045/1)

AZ MOTORS offer three Humber bargains.

1951 Hawk, beautiful condition, £395; 1948 (Oct.) Hawk, heater, loose covers, £275; 1947 Snipe 18hp saloon, heater, loose covers, £225.—A.Z. Motors, Palmerston Rd., N.W.5. Mai. 4723. (C1011)

HENLYS offer with 4 months' guarantee:

1951 Humber Super Snipe saloon, heater, black with beige interior; £395.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. (C6354)

PHENIX MOTOR CO. (SURREY), Ltd., offer:—

1955 Humber Hawk saloon with overdrive, fitted heater, windscreen wash, loose covers, wing mirror, one owner; £750.

1952 Humber Hawk saloon, black, radio; £450.

PHENIX MOTOR CO. (SURREY), Ltd., Sutton, Surrey. Viridian 0161. (C3044)

1948 Humber Super Snipe saloon, excellent, and outstanding bargain; £245.

1953 Humber Super Snipe saloon, radio, heater, etc., magnificent condition; £645.

1951 model Humber Super Snipe saloon, exceptionally well maintained, new tyres, licensed; £395.—Cohn Haines, Ltd., 333, Holdenhurst Rd., Bournemouth. Boscombe 5646. (C2103)

HARLES brochures available deck or bearer, on the 27hp chassis, inspection invited.

ALPE and SAUNDERS (COACHBUILDERS), LTD., Station Approach, New Gardens, Richmond, 1161. (C1102)

1955 Humber Super Snipe, black with red radio, heater, one owner, 15,000 miles; £895.

L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. 5644. (C4043)

1955 Humber Hawk, black, 5,000 miles; £750.—Jarvis & Sons, Ltd., Morris House, Morden Rd., S.W.19. Liberty 8221. (C2086)

1954 Hawk, superb order throughout; £590.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. (C4019)

HUMBER

1947 Humber Hawk, excellent condition, moderate mileage; £230 or near offer to Sidney Arnold & Co., 14-18, High Holborn, W.C.1. Cha. 8736. (C6306)

JACK ALPE offers a selection of post-war Humber Pullman Limousines and Imperial saloons.—See under Limousines.

JACK ALPE, 50, Marylebone High St., W.1. Welbeck 1124. (C1103)

1951 Humber Super Snipe, radio and heater, twin spot lamps, black with brown leather upholstery, excellent tyres; £275.

1952-3 Humber Super Snipe, black/red leather upholstery, immaculate condition throughout, fitted radio and heater, all possible extras, tyres as new; £375; h.p. terms and part exchanges.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6666. (C3106)

1955 Humber Hawk saloon beige with red interior, fitted radio and heater, one owner, superb condition throughout; £695.

WEYBRIDGE AUTOMOBILES, Ltd., Queens Rd., Weybridge 233. (C4094)

A & S Ltd. Humber Pullman and Imperial seven passenger cars. See under Limousines column for large selection.

A. & SAUNDERS LTD. (Limousines Purchased). A. Providence Court, North Audley Street. (Near Selfridges). Mayfair 2941. (C1006)

1950 Humber Hawk saloon; £295; terms and exchanges.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. (C4071)

1953 Humber Hawk, grey, red leather, heater, radio, excellent condition; £475.—Dobsons, Ltd., Humber Agents, Staines 501. (C1074)

1952 Humber Hawk, blue, low mileage, one owner, in outstanding condition throughout; £395. Jennings, Richmond 3568. (C3105)

1953 November Hawk saloon, side valve engine, grey, red interior, nominal mileage; £435.—Robbins, East Putney. Tel. 7381. (C3010)

10000 miles.—1955 series Humber Hawk saloon, black beige leather, electric overdrive, seat covers, virtually as new; £650.—Tel. Reading 71757. (C1710)

PORTSEA MOTORS, Ltd.—1955 Humber Hawk, overdrive, heater, colour maroon, brand new condition; £750.—142, Finchley Rd., N.W.3 (opposite Finchley Rd. Tube Station). Ham. 9661. (C3111)

1955 Humber Super Snipe, maroon with beige upholstery, fitted radio and heater, total mileage 14,000, whole car as new; £525.—Jack Smith, 23 Bruton Place, W.1. Mayfair 0661-2. (C4082)

£715/1—Hawk Mk. VI (1955 model) saloon de luxe, black/red, overdrive, radio, heater, etc., 30,000 careful miles, one fastidious owner; exchanges.—Imperial Motors, Exmouth 3245. (C623)

CAMDEN MOTORS, Ltd., offer the following Humber Pullmans from our stock of over 60 limousines, all with a special 6 months' written guarantee; write or 'phone for illustrated brochure and price lists:—

HUMBER Pullman limousine 1950, Mark II new-look series, immaculately finished in black with brown hide upholstery front and rear, equipped with heater and expensive H.M.V. press-button radio with arm-rest remote control, a really beautiful car, excellent tyres, £745; also a 1950 Pullman, genuine and authenticated mileage 12,000, one wealthy owner, heater and radio, loose seat covers.

HUMBER Pullman limousine 1951 Mark II series, another one-owner car in very immaculate order; £695.

HUMBER Pullman limousine 1952 Mark III series, leather front and rear, all extras, white walls; £1,035.

HUMBER Pullman limousine 1953 Mark III series, one owner, standard type upholstery, seat covers, immaculate condition, moderate mileage; £995.

HUMBER Pullman limousine 1953, olive engine, Mark III series, one owner, moderate mileage, taxed privately, beautifully condition; £1,365.

HUMBER Pullman limousine 1954 Mark IV series, privately taxed and used, one owner only, genuine moderate mileage, faultlessly maintained.

HUMBER Pullman limousine 1948, post-war model of 1948 manufacture, specimen condition; £495.

HUMBER Pullman limousine 1946, razor-edge post-war model, only two owners since new, very sound order; £395.

HUMBER Pullman limousine 1949 registration, razor-edge bodywork similar to above, attractive condition and sound mechanically; £325.

CAMDEN MOTORS, the limousine specialists, Leighton Buzzard 2041; write for catalogue; showrooms open until 8 p.m. (C1035)

1952 Humber Super Snipe, black with red leather upholstery, genuine one owner, low mileage car, original condition; £425.—Jacquier, Ltd., 225-7, Hammersmith Rd., London, W.6. Tel. Riverside 6677-

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1956 Jaguar Mark VII M type saloon, overdrive, black, beige interior, 7,000 miles; £1,400 or near offer.—E. E. Smith (Staines), Ltd., Tel. Colnbrook 424. [5788]

1956 Jaguar 2.4, special equipment, overdrive, radio, 6,000 miles only, immaculate condition; £1,575.—Saul & Slater, Ltd., Aldermans Hill, Palmers Green, N.13. Fox Lane 1066. [C4002]

1949 Jaguar 3½-litre Mark V saloon, full equipment, excellent condition throughout; £335, terms and exchange.—Palmer, 3, Russell Garden Mews, Kensington, W.14. Park 9704 and 5968. [C3034]

1957 Series, 2.4, Grey, special equipment, overdrive, 498 miles, cost £1,546 on Oct. 20th; offered at £1,495; h.p. and exchanges.—Jones Garage, Syston, Leics. Syston 86257. [6134]

2.5-litre Mk V saloon, one owner since new, an excellent example of this rare model; £360, terms and exchanges.—Searle, Ltd., 14, Bridge Tel. Chertsey 239. [C4068]

£325—Jaguar 1½-litre, 1947, particularly fine condition, many extras, heater, etc., choice 3; many others; we welcome A.A. or R.A.C. exams, hire purchase, exchanges; existing h.p. accounts settled. **BENMOTORS**, 1, Clarendon Rd., W.11 (50yds Holland Park Tube). Park 5066-7 and Park 2971. [C1017]

JAGUAR 1954 (September) M type saloon, blue/blue hide, heater, radio, overdrive, whitewall tyres, 15,000 miles; £275.—Jagden Motors, Ltd., 8, Balderton St., London, W.1. Hyde Park 4070. [C1066]

1955 Mk. VII Jaguar, automatic, radio, low mileage, superb, beautifully maintained throughout; £1,225.—Slaney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 5721. [C3006/1]

1956 (reg. Aug.) Jaguar XK140 fixed head coupe, powder blue with blue upholstery, special equipment, 1,800 miles only, as new; £1,765; cost new £2,000.—Anthony Crook, High St., Esher 4390. [C1065]

1955 (Feb.) Jaguar type M, birch grey, very moderate mileage, one owner, written guarantee, genuine bargain; £965.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Tel. Euston 7811. [C4011]

XXX 2.4 Jaguar, 1956 special equipment model, Pacific blue with blue leather, H.M.V. radio, negligible mileage, superb specimen; written guarantee; £1,325.—S. E. [C3006/1]

XXX 2.4 Jaguar, 1956 (May) special equipment model, grey with blue leather, H.M.V. radio, 2,000 miles only, quite unmarked; written guarantee; £1,345; terms exchange.—S. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [C2003]

£335—Jaguar 1½-litre de luxe saloon, 1948, special equipment model, superb condition; terms.—Brundisbury Motors, 399-401, Kilburn High Rd., N.W.4. Malda Vale 0371. [6226]

1951 Jaguar Mk. V sal., radio, heater, etc., well above average cond.; £445.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde Park 8164. [C1050]

1951 Jaguar XK120 sports, in splendid condition, mechanically excellent, extremely fast car; £595.—West Street Motors (East Grinstead), Ltd., London Rd., East Grinstead, Tel. 369 (10 lines). [6244]

JAGUAR Mark VII, 1953, immaculate car, in 1955 condition throughout, black/brown leather interior, radio, heater; £765.—Hazella Garage, Chesham Rd., Amersham. Tel. Amersham 1277. [6346]

1949 Jaguar Mark V 2½-litre sports saloon, dual grey, with grey upholstery; £365; terms and exchanges.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. [C4071]

£815—1954 (model) Jaguar Mark VII saloon, finished green, brown hide, Motorola radio with twin speakers, twin passenger excellent condition. [6244]

1955 (October) Jaguar Mark VII M-type saloon, automatic, excellent condition, fitted with grey leather, genuine 4,000 miles, as new throughout; £1,335.—Robbins, East Putney. Tel. 7981. [C3010]

£1350—1955 Jaguar XK140 drop head coupe, 10,000 miles only, virtually like brand new, fitted heater, luggage carrier, special tonneau cover, magnificent specimen, the finest you can possibly see. [6244]

£935—1954-5 Jaguar XK120 hardtop, specimen condition, the finest we have had, one owner, 20,000 miles. [6244]

£435—1950 Jaguar Mk. V de luxe saloon, only two owners, low mileage, it's beautiful, you must see it. [6244]

£295—1947 Jaguar 2½ and 3½ saloons, choice available, tremendous value motor cars. **LAMBS OF WOOD GREEN** (Established 1897)—100 L guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052]

XK140 drop head coupe, brand new, one week old, full special equipment, wire wheels, overdrive, taxes to be sold at substantial reduction owing to private reasons.—147, High Rd., W.A. Chiswick 0150. [6241]

1954 Jaguar XK120 drop head coupe in better than condition, fitted with radio, heater, screen washers, colour pastel blue, A.A. inspection invited; price £350; For full details, Apply Brotherton, 39, Oxford Rd., Manchester. [5427]

XXX 1953 (May) Jaguar Mark VII saloon, black with brown hide, heater, screen washers, a quite outstanding and very attractive example; written guarantee; £670, terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. [C2003/1]

JACK ROSE, Ltd., offer 1956 series XK140 drop head coupe, with overdrive, radio and extras, in grey with red hide, 7,000 miles only, absolutely unmarked; £1,395.—Stafford Rd., Wallington, Surrey, Wallington 6677 and Buxton Heath 2376. [C3056]

1950 Jaguar Mk. V 2½-litre saloon, black, grey leather, radio, heater, extra lights, wing mirrors, screen washer, etc., perfect condition mechanically and otherwise, A.A., R.A.C. examination, taxed; £365.—Cutler, Warlington, Arundel. Tel. Eastgate 367. [6179]

D type Jaguar, the last of the Ecurie Ecosse 1956 team car, it is available for sale with numerous spare parts, the whole car has been completely overhauled by Willie and is ready to race, full history and h.p. parts available.—Avery David Murray, Merchiston Mews, Edinburgh, 10 [6354]

JAGUAR
JAGUAR XK140, grey, drop head, red upholstery first registered June, 1955, mileage approximately 12,000, mechanic maintained, one driver, number of extras.—Reply, Kay, Wittingham, Wilsom, Cheshire. (6278)

1956 Jaguar 2.4-litre special equipment saloon, pearl grey, low mileage, many extras, as new throughout; £1,345.—Smith's Garage, Dunmow, Tel. 170. [6301]

1950 Jaguar Mark V 3½ saloon, radio, heater, immaculate, £375; also 1948 Jaguar 2½ saloon, radio, heater, exceptional throughout, £275; terms and exchanges.—Harrison, Four Seasons Garage, 601-609, Kings Rd., S.W.6. Renown 4492. [C3059]

£535—Ice blue 1952 model Mark VII saloon, immaculate and striking appearance, original 4 speed new 17yrs. heater, 2/washers, Ace Rimbelishers, etc., mechanically superb and faultless, recorded mileage 25,000; no offers entertained.—Hampstead 7871. [5968]

Jaguar Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

COOMBS & SONS (GUILDFORD), Ltd.
URGENTLY require Jaguars, very late models; offers appreciated.—Farnmouth Rd., Guildford, Tel. 62907. [0243/R]

PRIVATE buyer requires 2.4 Jaguar, must be low mileage and new condition.—Box 5094. [6325]

MARSTON MOTOR CO. Ltd., for your Jaguar.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham N.15. [0180/R]

ALMOST new Jaguar required immediately.—Morley, 76, Cambridge Rd., Kingston. [W4018/R]

XXX Top price paid for good Jaguar.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

DUNCAN HAMPTON & Co. urgently require late model Jaguar—33, High Rd., Byfleet, Surrey, Byfleet 5101. [W1091]

Jaguar Spares and Service
HENLYS, Ltd.
ENGLAND'S Largest Jaguar Service Station.

GREAT WEST RD., Brentford. (Ealing 3477).
SPARES and replacement engines for all models from 1938
and at Manchester, Cheetham Hill Rd., Deansgate 6216-7. [0563/R]

KJ MOTORS, Ltd., S.E. England's largest Jaguar parts stockists, Bromley, Rav. 3456. [6967/R]

LANCASHIRE specialized sales, repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester (Deansgate 4507). [0739/R]

JEOP
UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Spare parts for Jeep, home and export.

1956 Illustrated assembly guide and parts catalogue, price 1/-, largest stocks, lowest prices; exchange plan engine, gear box, clutch, etc.; noted for all American spares.—331-5, High Rd., Chiswick, London, W.4. Chis. 1918-850. [01010]

£130 buys a special bargain.—See Metamot, famous for 12 conversions.—98b, Belsize Lane, N.W.3. Hampstead 8231. [0527/R]

JEOPS, private car or commercial, all spares.—P.W.D. Motors, Ltd. (late Wick Autos), 15, St. John's Rd., Hampton Wick, Kingston 4718/8248. [0820/R]

ATOWORK, Ltd., principal Jeep stockists, also complete spares range, exchange units, etc.—Southgate St., Winchester. Tel. 2955. [C1010]

WANTED, genuine type Jeep trailer; also which—10, Weld Rd., Southport. Tel. 67365. [5840]

JENSEN
MICHAEL CHRISTIE MOTORS, wholesale and retail.

JENSEN specialists since their inception.—541 demonstrator available anywhere.

INTERCEPTOR and 541 for quick delivery; quality used Jensens bought and sold.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094]

1955 Jensen 541 saloon, h.c. head, twin exhaust, beige, new trim one owner, guaranteed.

BROOKLANDS, 103, New Bond St., London, W.1. Mayfair 8351. Showrooms open until 7 p.m. Saturdays 6 p.m. [C1029]

NORTHWOOD MOTORS, wholesale and retail, 541 Jensen; demonstrations; immediate delivery.—George St., Hull. Tel. 33622. [C5108]

Jensen Cars Wanted
Jensen Interceptor saloons and drop head coupes wanted—Michael Christie Motors, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [W1094]

JOWETT
BUNTING'S MOTOR EXCHANGE.

JOWETT main agents since 1922. Always a good selection of used Javelins and Bradford utilities. Bonfields Lane, Harrow. Tel. 6226-6. [0913/R]

1951 Jowett Javelin de luxe, reconditioned engine, excellent mechanically, in very good condition throughout; £295.
SCOTT CARS, 341, Fenchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

1952 Jowett saloon de luxe, golden bronze, one owner, in exceptional condition; £425.—L. F. Dove, Ltd., 115, Addison Rd., Croydon. Tel. Addison 3066. [C1076]

1953 Jupiter (July) Series III engine with 1956 oval web crankshaft, heater, fog lamp, washers, mudmats, new plastic hood, batteries and tyres; £485; May. 4530 or Mar. 2850 (home). [6168]

1952 Javelin de luxe, maroon, radio, heater, screenwashers, Ace Rimbelishers, unmarked condition, must be seen; £475.—Portea Motors, Ltd., 142, Fenchley Rd., N.W.3 (opposite Fenchley Rd Tube Station), Ham. 9661. [C5111]

JOWETT
£330—1950 Javelin, one owner, 48,000 miles, heater, screenwashers, loose covers, exceptional original condition, taxed; terms, exchanges.—Chilren Cars, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 8580. [C1045]

345 engs.—Jowett Javelin 1951 model de luxe saloon, leather, radio, heater, screenwasher, Ace Rimbelishers, excellent condition; choice of 2 Javelins; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Jowett Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

WM
WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 1139, are far the best buyers for good Javelins; loose covers, etc. [W4018/R]

GOOD Javelin wanted in part exchange for immaculate 1956 Velox, 9,000 miles, maroon, radio, heater, vizor, etc.—Write G. H. Boston, Hadlow Wood, Willaston Wirral, Cheshire. [6293]

Jowett Spares and Service
JOWETT CARS, Ltd.

SPARES, reconditioned units and service facilities will continue to be available in your district; consult your local agent or write to Service Department, Jowett Cars, Ltd., Howden Clough, Birstall, Batley, Yorks. Tel. Batley 1951. Telegraphic: Jowatts, Batley. [0784/R]

F. FAIRMAN & SONS, Ltd., East Surrey distributors.

COMPLETE spares for Javelins and Bradford always in stock; specialised repairs, tuning and service.—Harrow, Surrey. Tel. Harrow 17. [0961/R]

JOWETT Javelin and Bradford spares, large stock new parts.—Newhams, Hammersmith Broadway W.6. Tel. Riv. 4646. [63024]

BIRMINGHAM agents, large stock of spares.—Frank Mossley (A. S. and S.), Ltd., The Depot, 609 St., Birmingham, 18. Edg. 0916. [0546]

BUNTINGS MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0073/R]

JOWETT Javelin and Bradford service; extensive stocks of spare parts and accessories.—The Red Circle, Ltd., Eastern Ave., Great Cambridge Rd., W.1. Tot. 1906/7553. [0504/R]

COOTER & GREEN, Ltd., Jowett main agents; Javelin, Jupiter and Bradford spares, repairs and service.—The Eden Park Garage, 285, Upper Elmora End Rd., Beckenham, Kent, Sec. 2345. [0494/R]

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kin. 0170 and 8613. Jowett agents and specialists, comprehensive stock of spares. 1950-1954 models; over 30 years' Jowett experience. [0759/R]

GODFREYS, Ltd.—Spares and service for Jowett and Bradford; specialists repairs.—228-234, London Rd., Croydon. (Cro. 3641-3). Bushwood Corner, Letchworth, E.11 (Wan. 5101-2); 1a, Highgate Rd., Kenilworth, N.W.5 (Gul. 7761). [0463/R]

LAGONDA
SELECTION of 3-litre and 2.6-litre models at greatly reduced prices, guaranteed, exchanges, terms.

BROOKLANDS, 103, New Bond St., London, W.1. Mayfair 8351. Showrooms open until 7 p.m. Saturdays 6 p.m. [C1029]

PERFECTLY preserved 4½-litre M45, grey saloon; sale £500.—Write Box 5022. [6128]

1954 Lagonda 3-litre Tickford, saloon, similar current model, duo-grey, immaculate; London: offers.—Box 4885. [5796]

1952 2.6-litre 4-door saloon, black, one owner, mileage 33,000, radio, screenwashers, and other extras; £895.—Davies Motors, Ltd., 275, London Rd., Staines. Tel. 4211-5. [C1080]

1940 Lagonda V.12 short chassis sports saloon, finished in grey, probably the finest example in the country; £475.—Thompson-Doxey, Ltd., 171, Sefton St., Southport. Southport 56934 (3 lines). [6140]

1955 Lagonda 3-litre Tickford drop head coupe, grey, small mileage, one careful owner, every extra, a most attractive car.—Ivor Beal, Ltd., 35, Scarsdale Villas, Kensington, W.8. Weston 2789. [C1114]

Jagoda Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jagoda.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

1954 Jagoda or later required, low mileage and in perfect condition; private purchaser.—Box 5014. [6103]

Jagoda Spares and Service
DAVIES MOTORS, Ltd. (Managing Director: J. S. Davies, 20 years service manager to Lagonda, Ltd.), Specialists in all aspects of service.—275, London Rd., Staines. Tel. 4211-5. [0390/R]

LANCHESTER
1953 Lancaster 14 saloon, heater, one owner, green with fawn interior; £685.

PASH & JOYCE 184, Great Portland St., W.1. Museum 1061. [C3038]

1953 Lancaster 14 saloon, green with beige interior, new engine fitted 8,000 miles ago, one-owner car, very good condition throughout; £565.—Walton-on-Thames 1790. [C4094]

Lancaster Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancaster.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

LANCHESTER Spares and Service
ROOT ENGINEERS, Ltd. complete overhauls and engineering service, Lancaster cars, pre-selector gear box; exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Kensington 7301 and 7821. [0287/R]

LANCIA
1951 (November) Lancia Gran Turismo 2-litre fixed head coupe, cream, immaculate condition; £1,395.—Hale Motors, Ltd. Tot. 7771 (4 lines). [C2077]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LANCIA
£85—Augusta saloon 1936; there is no better value; trim and exchanges—Searle, Ltd., 14, Bridge Rd., Chertsey 2389. [C4069]

1938 Aprilia, 30mpg, 80mph, excellent example; terms and exchanges—Chadney Motors, 25-27, Watford Rd., Kings Norton, Birmingham. Tel. Kin. 2827. [C6295]

LANCIA Aurelia, Dec. 1955, one owner, low mileage, immaculate condition throughout; bargain, £1,600; terms and exchanges—Chadney Motors, 25-27, Watford Rd., Kings Norton, Birmingham. Tel. Kin. 2827. [C6297]

1950 Lancia Aprilia series II saloon, dark blue, red hide, many extras, including radio; purchases new and owned by us for 2 years, and continually under our care since; superb condition; exchanges, deferred terms—John B. Truscott, Ltd., 173, Westbourne Grove, W.11. Baywater 4274. [C4035]

PRIVATE buyer wants Gran Turismo; price and details to—Box 5069. [C6207]

J. H. BARTLETT are interested in post-war Lancias, 27, Pembroke Villas, W.11. [W1013]

ROWLAND SMITH'S, the Car Buyers—Highest Cash prices for Lancias—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Lancia Spares and Service
LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics; genuine Lancia factory-made spare parts available and supplied at short notice—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperston, Wembley (Fetivale 5656). [C6030/R]

LA SALLE
1939 La Salle drop head coupe, exceptional condition, £355—Jacquier, Ltd., 225-7, Hammer-smith Rd., London, W.6. Tel. Riverside 8677-9. [C2043]

LEA-FRANCIS
ELM AUTOMOBILES offer:—

1950 Lea-Francis saloon 14hp, only one owner, 27,000 miles, heater, black with fawn hide interior, a superb car in completely original condition; £465—Elm Automobiles, 66, Hatfield Rd., Wembley, S.W.19. Cherrywood 1615. [C2067]

CHARLES POLLETT, Ltd., sole distributors Lea-Francis, London and Home Counties. [C2067]

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave. W.9. Cunningsham 5936. [C2010]

1948 Lea-Francis saloon, radio and heater, excellent condition, recent £170 overhaul; £295.

ERIC HAYES, Ltd., 13, Bishopsgate Bridge Rd., W.2. Ambassador 8266. [C2033]

£444—1950-1 series, immaculately maintained, probably the finest you can see costing around £2,000 new, still looks and runs like £1,000 motor car.

£295—1948 Lea-Francis 1½-litre de luxe saloon, hand-built motor car at give-away price, carefully used, tremendous performance.

LAMBS OF WOOD GREEN (established 1897), 100 L guaranteed cars; exchanges, hire purchase—421-423, High Rd., Finchley, Finchley 6222. [C2052]

325 srs.—Lea-Francis 1949 series 14hp sports 2-seater, screenwashers, new hood; tonneau cover, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hamstead Tube), Hampstead 6041. [C4018]

1951 Lea-Francis 14hp S/R saloon, black with brown leather interior, fitted heater, factory overhauled Sept., '55 at cost of £187, invoice available, immaculate inside and out, original cost £1,380; now offered at £415—Elwyn Motors, 97, Streatham Hill, S.W.2. Tel. 7555. [C6251]

Lea-Francis Cars Wanted
ROWLAND SMITH'S, the car buyers—Highest cash prices for Lea-Francis—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Lea-Francis Spares and Service
LEA-FRANCIS CARS, Ltd., Coventry.

SPARES and service for all models from the manufacturer—Price and Works: Much Park St., Coventry. Tel. 60204-5-6. [C6292/R]

SPARES and service—J. C. Alexander, Ltd., 190, Deansgate, Manchester, 3. Tel. Des. 4785-6. [C6229/R]

CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:

BARNSDALE YARD, off Elgin Ave., W.9. Tel. Cunningsham 5950-7. [C6266/R]

LIMOUSINES
JACK ALPE LIMOUSINES.

MARYLEBONE, W.1.
AUSTIN 1955 A135 l.w.b. Princess; £2,150.

AUSTIN 1952 16hp Hircar, heater; £295.

ARMSTRONG 1951 18hp, 24,000, private; £895.

DAIMLER 1939 EL24 Windover, private; £475.

HUMBER 1951 Mk. III, leather, heater; £795.

HUMBER 1952 Mk. III, leather, private; £835.

HUMBER 1953 Mk. III Imperial; £845.

HUMBER 1953 Mk. IV ohv Pullman; £1,295.

ROLLS-ROYCE 1933 20/25, leather; £295.

ROLLS-ROYCE 1940 Wraith Park Ward; £1,465.

ROLLS-ROYCE 1940 Silver Wraith Park Ward; £3,250.

JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1. Welbeck 1124. [C1108]

LIMOUSINES
A & S Ltd., Providence Court, North Audley Street, W.1. (Near Selfridges). Mayfair 2941. [C1006]

AUSTIN L.W.B. A.125 Limousine, late 1951, 15,800 miles only, in equal to new condition.

AUSTIN L.W.B. A.125 Limousine, choice of two privately owned cars in exceptional condition. £895/£950. [C1006]

AUSTIN Taxi, late 1956, 5,000 miles only, as new. £725.

AUSTIN 1939/18hp Gordon Limousine, wide occasional, black, in excellent condition throughout. £295.

AUSTIN 1939 Hircar, 42,000 miles, one private owner, radio, heater, £535.

HUMBER 1954 Series Mark IV Blue Riband Pullman Limousine, leather throughout, heater, radio, in next to new condition. £1,450.

HUMBER 1953 Blue Riband Pullman, cloth, £1,295.

HUMBER 1952 Mark III Pullman Limousine, cloth, loose covers, heater, in above average condition. £985.

HUMBER 1951 Mark III Limousine, leather, heaters, standing condition, suitable for conversion to face forward Limousine or Bearer Hearse. £1,175.

WOLSELEY 1948 7-passenger Limousine, black, one owner, 27,000 miles, in equal new condition. £725.

LIMOUSINE specialists for over 30 years. Write or telephone for lists.

A & S Ltd., Providence Court, North Audley Street, W.1. (Near Selfridges). Mayfair 2941. [C1006]

1951 Armstrong 18hp 7-seater limousine, all leather, exceptional order; £735—Jennings, Richmond 3369. [C1006]

1934 20/25hp 7-passenger limousine; £150—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022]

CAMDEN MOTORS, Ltd. The Limousine Specialists—see classified adverts under Humber, etc.; always a selection of 60 limousines to choose from with special 6 months' written guarantee; write for illustrated brochure and catalogue—Camden Motors, Leighton Buzzard 2041; showrooms open until 8 p.m. [C1035]

LIMOUSINES WANTED
ALPE & SAUNDERS, Ltd. require Limousines. Good prices for cars in above average condition.

A & S Ltd., Providence Court, North Audley St. (Near Selfridges). Mayfair 2941. [W1006]

LINCOLN
ON all matters of sales, spare parts, repairs and service consult us, a subsidiary of Ford Motor Company, Ltd.—Lincoln Cars, Ltd., Great West Rd., Brentford Tel. Ealing 4508-9. [C1074/R]

1953 Lincoln Capri saloon, show model, fitted dual range hydraulic, Whitwall (tubeless) tyres, electric seats, windows, wireless aerial, short wave radio, two heaters, 29,000 miles only, managing director's personal car.

CHASESIDE MOTOR CO., Ltd., 620, Great Cambridge Rd., Enfield, Tel. Enfield 3456. [C6094]

MERCEDES-BENZ
J. TRUSCOTT, Ltd., Mercedes-Benz distributors.

ONLY the best examples offered, several second-hand cars available; full details on request.

MERCEDES-BENZ—Best models embody unique improvements, which give still greater comfort, performance and durability; literature on demand; our own demonstration cars are here for you to drive—173, Westbourne Grove, W.11. Baywater 4274. [C4035]

AT
WOKING MOTORS, Mercedes distributors.

1956 Mercedes 190SL coupe, silver and blue, l.h.d., under 5,000 miles.

1955 model Mercedes 300B saloon de luxe, 10,000 miles only, black/red, always serviced by us and guaranteed; £2,450.

1955 Mercedes 220A saloon de luxe, black, red leather, 8-valve wireless, twin speakers, E aerial, loose covers, 5,000 miles only, as new, cost £2,550; £1,800.

1955 Mercedes 300B d.h.c., l.h.d., nominal mileage, superb condition, for disposal.

1955 Mercedes 180 saloon, 15,000 miles only, radio fitted; £1,185.

NEW 220B saloon, grey, immediate delivery; at list.

1954 180 Mercedes saloon, 14,000 miles, fitted radio; £1,175.

1950 Mercedes 170V saloon, l.h.d., r/h, excellent condition; £345—Maybury Hill, Woking 4277-8. [C4057]

KNIGHTSBRIDGE offer:—

1956 Mercedes-Benz type 220S, one owner, mid-blue with grey interior, indistinguishable from new, service history available, small mileage, offered at a substantial discount.

1956 Mercedes-Benz type 220A saloon, black, grey interior, small mileage, maintenance history, new condition, guaranteed; £1,885—1, Roberts Mews, Lonsdale Place, London, S.W.1. Sloane 4098. [C2036]

ROSE & YOUNG, Ltd., offer:

1955 Mercedes-Benz 300 SL, fitted H.M.V. radio, immaculate condition, beautifully finished Imperial crimson with beige interior; £2,895—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C2057]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

MERCEDES-BENZ 300 SL coupe, finished in Imperial crimson with red check upholstery, special leather covered instrument panel, chrome metal linings, radio, etc.; August 1955, 15,000 miles; £2,875.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 62907-8-9. [C1057]

MERCEDES-BENZ
1955 Mercedes-Benz 220A, 6,000 miles, one owner, many extras, undersealed, as new; £1,795.

HERMAN SOLOMON & SONS, High St., Camberley. Tel. Camberley 2001. [C6158]

1954 Mercedes 180, low mileage, radio, loose covers, as new; £1,095—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4061]

1956 Mercedes-Benz 220A saloon, blue/grey trim, new shop-soiled; to clear £2,250; exchange and terms arranged.

BROOKLANDS, 103, New Bond St., London, W.1. Mayfair 6351. Showrooms open until 7 p.m., Saturdays 6 p.m. [C1068]

GEORGE NEWMAN & Co. (BRIGHTON), Ltd., sole Sussex distributors, all models available for inspection and trial; early delivery—39-40, Old Steine, Brighton 26102-3-4. [C1068]

1956 Mercedes-Benz type 300 6C with fuel injection, beautiful cabriolet, self-seeker radio, every possible luxurious extra, cost over £6,000; reasonable offer considered.

1955 (Dec.) Mercedes-Benz type 220A saloon, servo brakes, radio, 17,000 miles; £1,795.

1955 Mercedes-Benz type 180 saloon, with folding roof, radio, immaculate condition, 16,000 miles; £1,365.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6891. [C4036]

1955 300SL in first-class condition, 14,000 miles, finished metallic silver, blue upholstery, fitted with high lift camshaft and stiff suspension; one of the two fastest cars in the country; must sell £2,850; part exchange considered.

W. J. WHITEHOUSE, 138, Blenheim Rd., Bentley, Kent. Tel. Bentley Heath 7551. [C1536]

MERCEDES-BENZ SPARES AND SERVICE
MERCEDES-BENZ (GREAT BRITAIN), Ltd., saloon, service and spares—58, Camberwell New Rd. S.E.5. Tel. Reliance 7691. [C6262/R]

MERCURY
ON all matters of sales, spare parts, repairs and service consult us, a subsidiary of Ford Motor Company, Ltd.—Lincoln Cars, Ltd., Great West Rd., Brentford Tel. Ealing 4506-9. [C1074/R]

MESSERSCHMITT
1955 Messerschmitt, seat covers, luggage grid, alloy condition; £250—Smith & Hunter, 378, Kensington High St., W.14. Western 2312. [C4019]

COMERFORDS for Messerschmitts; delivery from stock, spares, service, demonstrations; exchanges, terms; postal transactions very easily arranged—Comerford, Portsmouth Rd., Thames Ditton, Surrey. Emsborough 5531 (6 lines). [C6269/R]

SLOCUMBS, Ltd.
1955 M.G. Magnette, twilight grey, heater, screen washers, spot lamps; £795.

G. GUARANTEE, part exchanges, h.p. terms—Dudden Hill Lane, N.W.10. Willesden 4869. [C4017]

B. J. HUNTER, Ltd., offer:—

1952 M.G. TD sports 2-seater, immaculate condition; £445.

1946 M.G. TC sports 2-seater, well above average for year, well maintained; £325.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

G. LANFIELD LAWRENCE offer:—

1956 M.G. A sports, glacial blue, fitted heater, tonneau cover, adjustable steering column, 5,000 miles; £245.

1955 (October) M.G. Magnette, in black, maroon interior, heater, twin spots, screen washer, 9,000 miles only, completely unmarked; £885—407, High Rd., N.12. Finchley 0081. [C2053]

DUNCAN HAMILTON & Co. offer:—

1955 M.G. Magnette, 10,000 miles, black with red leather interior, fitted full Alexander conversion, heater, windshield washers, wing mirrors, spot lamps, one owner, exceptional throughout; £895—33, High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. [C1091]

GUY SALMON AUTOMOBILES offer:—

1956 M.G. Magnette saloon, 8,000 miles; £295—Portsmouth Rd., Thames Ditton, Emsborough 5531-3-5. [C4001]

PARADE MOTORS (MITCHAM), offer:—

1955 M.G. TF 1,500cc, black and red, fitted heater, mirrors, an absolute specimen; £590.

1947 M.G. TC, black and green, heater, many other extras; £299.

66—67, Monarch Parade, Mitcham, Mit. 3398/7133. [C2056]

HENDON CENTRAL GARAGE, Ltd., offer:—

1948 TO M.G., red with red upholstery, in very nice condition throughout; £345—Watford War, Hendon Central, N.W.4. Tel. Hendon 8084/5. [C2054]

CHARLES SIMPSON MOTORS—For selection, see sports car columns.

1940 M.G. TB 2-seater, exceptional condition; £225—Tel. Luton 4212. [C6256]

1937 M.G. 2-litre d.h.c., very good condition; £150—22, East Towers, Pinner, Pin. 5187. [C6078]

1956 (Oct.) M.G. Magnette Vartone saloon, works mileage, unique offer; £1,025.

CHARLES RICKARDS, Ltd., 58, Baywater Rd., W.2. Pad. 3440. [C2030]

PB 2-seater, green, superb condition, 38mpg; nearest £200—Wem. 3253. [C6171]

CLAND & TAYLOR, Ltd., Welwyn By-Pass, Herts. Watlyn 481-2-5. Office 481-6. [C6171]

1955 M.G. Magnette, finished black; £785.

UNIVERSITY MOTORS, Ltd., guaranteed cars always available—80, Piccadilly, W.1. Grosvenor 4141. [C1001]

1955 M.G. Magnette, 12,000 miles only, one owner since new, with extras, absolutely as new; £795—Cavendish Motors, Cavendish Rd., N.W.6. Wob. leoden 0046. [C6121]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.
BEARDS OF KINGSTON. M.G. specialists.—Sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [C062/R]

1956 M.G. Magnette saloon, birch grey with red upholstery, fitted whitewall tyres and H.M.V. radio, recorded mileage 6,000; £295.

1955 M.G. Magnette saloon, finished in black with red upholstery, fitted H.M.V. radio, recorded mileage 9,000; £325.

1955 M.G. Magnette saloon, finished in green with biscuit upholstery, recorded mileage 14,000; £375.

1956 M.G. A, finished in green with grey upholstery, recorded mileage 6,000; £285.

1955 M.G. A, finished in white with maroon upholstery, ex-demonstration car, fitted competition-type clutch, polished cylinder head, Michelin X tyres, heater and screenwashers, engine specially tuned for competition work, recorded mileage 15,000; £795.

UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [5896]

1954 M.G. Magnette saloon, green with green upholstery, H.M.V. radio, heater, Michelin X tyres, one owner, excellent condition; £725.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C105/R]

ALEXANDER Layzell "Hi-Power" conversions for Magnette; amazingly improved performance and economy; send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, A. Bucks. Tel. Haddenham (Bucks) 345. [C109/R]

1939 M.G. 1½-litre V.A. sports, reconditioned engine; £145.—25, Gaiwills Hill, Haddleigh, Suffolk. [6191]

1955 (August) M.G. Magnette saloon, negligible mileage, very condition.—Autowork, Southgate St., Winchester. Tel. 4965. [C1010]

M.G. 1½-litre saloon, 1953, black, covers, heater, screen, washers, 20,000; £475.—Mee, Norton, Presteigne. Tel. 386. [6311]

TF1500, red sports, fitted heater, one owner, immaculate condition, demonstrated 50 miles free; £275.—Rudds, 41, High St., Worthing 7773. [6271]

MAGNETTE, 1955, black/red, heater, taxed, unmarked; £775.—Rudds, 41, High St., Worthing 7773. Demonstrated London or elsewhere. [6272]

185—G. G. T.B. September, 1939, blue, blue leather, terms.—Brondesbury Motors, 399-401, Kilburn High Rd., N.W.6. Maids Vale 0371. [6224]

1956 (May) M.G. Magnette, black, beige upholstery, mileage under 7,000, one private owner, fitted red, blind, spring filters; £375.—Glass, Fore St., Ockhampton, Tel. 550. [6296]

1955 (Oct.) M.G. Magnette (1956 model), 9,000 miles, one owner, Underscaled, Ace discs, condition as new; £315.—106, Milton St., Palfrey, Walsall. Tel. Walsall 2708. [5999]

1955 (May) M.G. Magnette saloon, late, one owner, 10,000 miles only; £795; terms, exchanges.—Gibson's Sports Cars (Christchurch), Ltd., Lynchhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [C2109]

1952 M.G. TD red sports 2-seater, Motorola radio, see this car to appreciate its almost new condition; £485; exchanges, terms.—Bray Motors, 180-184, West End Lane N.W.6. Hampstead 6490. [C1024]

1956 M.G. A with sliding window, slidescreen, detachable hardtop, radio, heater, wire wheels, Michelin X tonneau, spot lamps, Derrington exhaust, etc.; £350.—Martyn, The Mount, Dinas Powis, Glamorgan. [6191]

!!! 5,000 miles only since fitted reconditioned engine by University Motors, one owner; £475 o.n.o.—Bruce France, 8a, Cromwell Mews, South Kensington, Flaxman 0513.

375 gns.—M.G. Midget, November, 1949, TC 2-seater, blue, fawn leather, luggage carrier, unmarked; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C2058]

M.G. TA sports 2-seater, 1936 model, an exceptional car extensively rebuilt and reconditioned in many respects to TC specification, including fitting new TC chassis and suspension; first rate mechanical condition giving excellent performance and handling, immaculate in ivory and red, beautiful silk mohair hood and screens, leather-covered dash, latest type double-dipping headlamps, etc., undoubtedly an outstanding TA; £240.—Cress Cars, Ltd., 156, High Rd., S. Finchley, London, N.2. Tudor 9272. [6238]

M.G. Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

WANTED 1½-litre M.G. 4-seater saloon, 1950/1952, cash paid, no dealers.—Box 5020. [6120]

ALMOST new M.G. required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R]

CNK MOTORS urgently require M.G.s, particularly models TA to TD.—353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [W1052]

XXX Top price paid for good M.G.—R. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

UNIVERSITY MOTORS, Ltd., purchase good low mileage used M.G. 1½-litre saloons and TP Midgets.—80, Piccadilly, W.1. Grosvenor 4141. [5895]

M.G.s of all types urgently required; we will not offer to sell it for you but will pay best prices on the spot.—Cresscars, Ltd., 156, High Rd., S. Finchley, N.2. Tudor 9272. [5927]

M.G. Spares and Service

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gros. 4141. [0605/R]

M G. spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc.; replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies, prompt postal service; c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 5035. [70433/R]

M.G. Spares and Service

TOULMIN MOTORS.

OFFICIAL stockists.

SPECIALIZE in M.G. and M.G. cars only: repairs and complete overhauls, all models; reconditioned engines in stock for all models 1932 to 1952; exchange service dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always in stock; we specialise in racing spares; write or tel. Toulmin Motors, 345, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2338 and 3456. Open all day Saturdays and Sunday morning 10 a.m. to 1 p.m. [0349/R]

MORGAN

1954 (Aug.) Morgan Plus 4 2-str., T.R. engine, excellent condition; £575.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [6361]

345 gns.—Morgan 4/4 late 1950 sports 4-seater, all-over tonneau, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Morgan Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgans.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

BASIL ROY, Ltd., require Plus 4 models for cash or part exchange for any makes.—161, Gt. Portland St., W.1. Langham 7733. [4020]

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514/R]

MORRIS MINOR

CAR MART, Ltd.

£525—Morris Minor 4-door saloon, registered March, 1955. Euston [C1039]

CAR MART, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [C1039]

SLOCOMBES, Ltd.

1953 Morris Minor convertible, beige/red Vynide, one owner; £465.

GUARANTEE, part exchanges, h.p. terms.—Dudden Hill Lane, N.W.10. Willesden 4869. [C4017]

NEWHAMS, Ltd.

1955 Morris Minor saloon, low mileage; £495.

NEWHAM House, 235-245, Hammermith Rd., London, W.6. Riverside 4646 (9 lines). [C3024]

H. BEART & Co., Ltd., offer:—

1955 Morris Minor 2-door saloon, finished black with red upholstery, low mileage and superbly maintained by one private owner since new, virtually like a new car; offered with B.M.C. warranty; £515.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3548. [C1081]

WARWICK WRIGHT, Ltd., offer:—

1956 Morris Minor convertible, green, green upholstery, 3,000 miles; £545.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761; Lords Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491. [C4045]

TANKARD & SMITH, Ltd. (Tottenham), offer:—

1954 Morris Minor Traveller's car of lux. black, red leather, fitted heater, supplied and serviced by us since new, low mileage; £505.—236, High Rd., London, N.15. Tot. 0414. [6378]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1951 Morris Minor drop head; £375.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401, offer:—

1955 Morris Minor tourer, perfect condition, low mileage; £500. [C2058]

1953 Morris Minor 2-door, a very sound car; £425.

1953 Morris Minor 2-door, ohv engine, overhauled; £445.—Smith & Hunter, 376, Kensington High St., W.14. Western 3312. [C4019]

1955 Morris Minor 2-door saloon, one owner, green with green interior; £445.

PASS & JOYCE, Ltd., Great Portland St., W.1. Museum 1001. [C9039]

1955 (Oct.) Morris Minor, grey/red, small mileage; £475.—Tel. Luton 4212.

1949 Morris Minor 2-door saloon; £345.—Anthony Crook, High St., Esher 4580. [C1063]

1955 (June) 4-door de luxe Minor, mileage 9,770, licensed; £525.—F. L. Cranmore, Ltd. Tel. 2040 Potters Bar. [C1063]

1955 4-door saloon, grey, heater, one owner, immaculate; £525.—Campbell Symonds, Perivale 4458. [C1037]

D.C. 1955 Minor 4-dr. de luxe, black sal., 9,000, heater; £545.—Morgan, 49, York Rd., Whit-church, Cardiff. [6313]

1954 (November, 1953) Minor tourer, black and Springspark 4890. [5997]

375 gns.—Morris Minor, 1952 saloon, excellent condition; £525 convertible, 345 gns; terms, exchanges.—Rowland Smith, below.

295 gns.—Morris Minor, December, 1949, tourer, very good condition; color of 7 Minors; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1956 Minor Traveller de luxe, one owner, mileage 3,800, as new; £610.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [6363]

1955 Morris Minor 2-door saloon, black, red interior, fitted heater, low mileage, one owner; £499.—Jennings, Richmond 3568. [C3103]

MORRIS MINOR

ALTA Minor, twin carb., 4-branch exhaust; £450.—Details, etc. 8, Lawrence Avenue, New Malden, Surrey. Derswent 0226. [C2059]

1956 Minor 4-door de luxe, colour green, guaranteed mileage 975; £585.—Caffyns, Ltd., East Grinstead 717. [6210]

1956 Morris Minor, black/red upholstery, reg. 1 April, 7,000 miles, heater, overriders, spotlights; £550.—Hay, Will, Littlewood, Burpham, Arundel, Sussex. [6176]

£335—1951 Morris Minor convertible, Clarendon grey, excellent condition; bargain.—Baver-Garage, 50, Haversock Hill, N.W.3. Gulliver 3422. [C2093]

1956 (August 28) Morris Minor convertible, de luxe, 450 miles, Clarendon grey, red leather; £545.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Tel. Euston 7811. [C4011]

TRAVELLER 1955 de luxe, heater, seat covers, as new; £615.—Chippstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046]

1956 Morris Minor 2-door de luxe, 2,600 miles only, many extras, absolutely as new; £565.—Harry Martin, 23, Devonshire Place Mews, London, W.1. Welbeck 3284. [C3064]

1955 Morris Minor 4-door saloon, heater, low mileage, as new, one owner, terms and part exchanges;—E. M. 58, Talbot Crescent, N.W.4. Hendon 8757. [6321]

1955 Morris Minor Traveller's car de luxe, finished in grey with maroon upholstery, fitted radio, recorded mileage 5,000; £635.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [5894]

1955 Morris Minor 2 and 4-door saloons, colour black, mileage 12,000-15,000 miles, B.M. guarantee; prices from £495.—Lankaster Engineering Co., Ltd., 39-45, Eden St., Kingston. Kin. 3151-5. [C046/R]

1952 Morris Minor saloon, one owner, works maintained; £365; terms and exchanges.—Roya Automobils, Ltd., 127, Parkway, N.W.1. (Nearest Tube, Camden Town Station.) Euston 2700 and 5890. [C3059]

1956 (July) Morris Minor 4-door de luxe saloon, in sage green, mileage under 4,000; £625; also offer 2-door 1955, from £495.—Jarvis & Sons, Ltd., Morris House, Morden Rd., S.W.19. Liberty 8221. [C2096]

1955 Morris Minor 4-door de luxe saloon, black with red leather upholstery, immaculate condition throughout; £515; h.p. terms and part exchanges.—Phillips Motors 77, Chalk Farm Rd., N.W.1. Primrose 6666. [C3106]

TANKARD & SMITH, Ltd., offer 1955 Morris Minor convertible, grey/red de luxe model, many extras, 16,000, one owner, superb condition; £525, 3 months written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4076]

1955 (July) Morris Minor 2-door de luxe saloon, low mileage, seat covers, screenwasher and many other extras, condition as new, B.M.C. guarantee; £525.—C. W. J. Coles, Ltd., Blunt Rd., South Crofton, Cro. 0074-5. [C1122]

ARCHIE SIMONS & Co. Ltd.—1955 (Dec.) Morris Minor Traveller's car, colour black, fitted loose covers, tyres and roof rack, low mileage, property of one very meticulous owner, and in excellent condition throughout; £595.—93, Gt. Portland St., W.1. Lan. 1343. [C4013]

PRIDE & CLARKE.—1956 Morris Minor 4-door saloons, 4,000 miles, heater. £568; 1955 4-door, low mileage, heater, from £489; 1954 4-door, 17,000 miles, heater. £449; 1952, heater, £389; 1949, £339; 1956 convertible, 3,000 miles, heater, £519; 1955, 7,000 miles. £459.—Stockwell Rd., S.W.9. Brixton 6211. [C3068]

Morris Minor Cars Wanted

ALMOST new Minor required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R]

MINOR Traveller's car wanted, must be in perfect order.—Adams, 37, Heathfield Rd., Gateshead-on-Tyne. Tel. 75352. [6329]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Minors.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MORRIS EIGHT

1947 Morris 8 4-door saloon, new condition throughout; £239.—Hulton Cross Garage, Feltham 2176. [C2022]

AZ MOTORS offer 1941 sun saloon, engine reconditioned; £250.—Palmerston Rd., N.W.5. Mai. 4723. [C1011]

1947 Morris 8 series E, immaculate throughout; £235; choice of two; h.p. terms and part exchanges.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6666. [C3106]

£159—1940 Morris 8 series E, 4-door, genuine bargain.—G. P. (Baltham), Ltd., 2c, Baltham Hill, Baltham, S.W.12 (102 yards Clapham South Tube). Batt. 1107. [C2024]

£99—Morris 8hp 4-door saloon, very good body, £160 spent this year on new engine, brakes, steering, etc., taxed and ready to drive away, first registered 1956, a very sound car.—Chesberton Motors, Ltd., 115, Regents Park Rd., N.W.1. Pri 6644. [6247]

Morris Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MORRIS TEN

£165!!!—1939 Morris 10, smart car, also 1947 mod. et £285; immediate terms.—Traynor Motors of East Ham. Tel. Grangewood 2530 and 5934. [C4052]

Morris Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS COWLEY

CAR MART, Ltd.

£575—Morris Cowley saloon, heater, registered February 1955.
 CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9.
 Hendon 6500. [C1039]

TANKARD & SMITH, Ltd. (Tottenham), offer:—

1955 (June) Morris Cowley, sandy beige/red trim, fitted heater, many extras, immaculate; £575.
 -226, High Rd., London, N.15. Tot. 0414. [C1379]

1956 Cowley, black, demonstrator mileage 700, maker's guarantee; £725.—F. L. Cranmore, Ltd., Tel. 2460 Potters Bar [C1062]

1955 Morris Cowley, black, outstanding order; £555.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

MAY 1955 Morris Cowley, blue/red, superb condition throughout; £595.—Naylor & Root, Ltd., Clapham Junction, S.W.11. Battersea 2252. [C5022]

1954 Morris Cowley saloon, black with red upholstery, fitted heater, recorded mileage 15,000; £585.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [5895]

MORRIS OXFORD

A1 at Brown's.

1955 (May) Morris Oxford saloon, finished in Clarendon grey and red interior, heater, engine, 15,000 miles only, practically unmarked and as new; £525 secure. Choice of another in blue at £615.

1955 (Aug.) Morris Oxford Traveller's car, grey and natural timber with red leather interior, 10,000 miles only, carefully used and maintained, in really spotless condition throughout; £765.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3.
 Ham. 2284. [C1025]

CAR MART, Ltd.

£715—Morris Oxford saloon, series 2, heater, registered March 1956.
 CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

CAR MART, Ltd.

£565—Morris Oxford Traveller's car, heater (extras), registered February 1954.
 CAR MART, Ltd., 163, Bromley Rd., S.E.6. Hither Green 6111. [C1039/1]

CAR MART, Ltd.

1956 Oxford saloon, grey, red leather, works mileage, absolutely as new; £75 under list.—302, King St., Hammersmith, W.6. Riverside 2881. [C2100]

H. BEART & Co., Ltd., offer:—

1955 Morris Oxford Traveller's car, very carefully maintained and offered with B.M.O. Warranty; £725.—102, London Rd., and High St., Kingston-on-Thames, Kingston 3348. [C1081]

H. A. SAUNDERS, Ltd., offer:—

1955 Morris Oxford Traveller's car, green, green upholstery, heater, recorded mileage 15,546; £695.

H. A. SAUNDERS, Ltd., 836-942, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

BROADWAY MOTORS, Hounslow, offer:—

£595—1955 Oxford saloon, black, red leather, heater, one owner, 14,000 miles, superb throughout.—Hounslow Place, Hounslow (2 mins. from East Tube), Middx. Hou. 0175/9309. [C1113]

£85 Reduction, 1956, works mileage, Oxford, black.—Below.

1955 Morris Oxford travellers, grey; £660.—Vandervells Bros., Ltd., 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067]

1955 series Morris Oxford saloon, black/red, one owner, taxed; £595.

THE BLACK HORSE GARAGE, 174-176, Sheen Rd., Richmond, Surrey, Richmond 4822-3. [C1116]

1955 (March) Oxford of lute saloon, black/red, one owner, 14,000; £585; exchange cheaper car; £585.—Tel. Southampton 68853. [5185]

1955 Morris Oxford; £675.—Wimbush & Co., Ltd., Redport Place, Ealing, W.5. Hyde Park Corner, S.W.1. Tel. Sloane 0151 (8 lines). [6149]

1955 Morris Oxford, black, one owner; £595.—Jarvis & Sons, Ltd., Morris House, Morden Rd., S.W.19. Liberty 8221. [C3086]

18000 miles!—1955 Morris Oxford of lute saloon, grey, red leather, heater, good tyres, one owner car, in really excellent condition; £585.

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 2481-2. [C3011]

G & M ALFRED (1936), Ltd.—Series II Morris Oxford, one owner, heater, small mileage, above average.—6-7, Warren St., W.1. Euston 5269. [C1005]

1956 Morris Oxford, works mileage, unmarked; £785.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

1955 Series Morris Oxford, fitted radio, etc., perfect example; £610.—Davies Car Centre, Ltd., 22-24, Horn Lane, London, W.3. Acorn 2273/3444. [C1120]

1956 Morris Oxford saloon, excellent order, one owner; £675.—H. A. Saunders, Ltd., Austin House, Highfield, N.W.11. Speedwell 0011. [C4004]

1953 Morris Oxford of lute saloon, Clarendon grey, one owner, 18,000 miles, original tyres, spare unused; £445.—Walton-on-Thames 4253. [6227]

1955 (Feb.) Morris Oxford saloon, one owner, 15,000 miles; £595.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [C1063]

JACK ROSE, Ltd., offer 1954 Morris Oxford saloon, clean, one owner; £525.—Stafford Rd., Wallington, Surrey, Wallington 6677, also High St., Banstead, Burgh Heath 2376. [C3056]

1955 Morris Oxford, black, heater, one owner, 15,000 miles, in really excellent condition; £625.—Reya Motors, Ltd., 73-5, Albany St., N.W.1. Euston 6994. [5703]

1956 Morris Oxford, empire green, most immaculate car, one owner; £695.—Bella Service Garages, Austin Agents, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016]

MORRIS OXFORD

1951 Morris Oxford saloon, one owner, heater, reconditioned engine, any trial; £335; exchange, h.p.—11, Perrymead, Prestwich, Manchester. Prestwich 3057. [C5082]

1955 (March) Morris Oxford Series II, Clarendon grey, red leather interior, 23,000 miles, one fastidious owner, this car is absolutely immaculate; £595; part exchanges welcomed.—Bradbury of Cricklewood, Edgware Rd., N.W.3. Cls. 1194. [6212]

595 ens.—Morris Oxford, late 1955 de luxe saloon, leather, radio, heater, screen washers, wing mirrors, passlight, one owner, exceptional; terms, exchange list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Morris Oxford Cars Wanted

R. ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Oxfords.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

GARDNER & Co. (HENDON), will buy your Morris Oxford.—Sunny Hill 3359 and 0039. [W2074]

ALMOST new Oxford required immediately.—Morley, 76, Cambridge Rd., Kingston Kingston 8385. [W5016/R]

MORRIS SIX

1950 Morris Six saloon, in first-class order; £295; terms and exchange.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. [C4071]

MORRIS ISIS

BROWN'S GARAGE (LOUGHTON), Ltd., offer:—

1956 Morris Isis, special reduced price, Brown's Garage, Ltd., High Rd., Loughton. [C1034]

Morris Miscellaneous Cars Wanted
MARSTON MOTOR Co. for your Morris.—Tel. Sta. 6000.—Seven Sisters Rd., Tottenham, N.15. [C0986/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Morris Spares and Service

MORRIS, the official stockists, for spares, service and repairs.

TEL. LANKESTER Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames, Kingston 3151-6. [C0917/R]

MORRIS genuine spares and special service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St., Tel. Mus. 1932. [C042/R]

HAMMERSMITH, W.6. Rogers Garages, Engineers, 10, Wexley Ave., Riverside 3644. Sales and Service. [S3054]

SMITH & HUNTER—Repairs and service at the double.—Works: Edge St., W.8. Ring Park 2472. Established since 1908. [S4019]

R. HARDY & SON, 55, Marylebone High St., W.1. R. experienced for nearly a century; complete overhauls and coachwork on speciality; exchange engine units; spares and accessories. [C0363/R]

Nash Spares and Service

SOLE concessionaires for the complete Nash range: spares parts and maintenance.—Nash Concessionaires, Ltd., Albany St., London, N.W.1. Tel. Euston 5558. [C0937/R]

NASH-HEALEY

595 ens.—Nash-Healey 1951 3.8-litre aerodynamic sports/racing hardtop coupe, original Le Mans chassis, overdrive, radio, heater, wire wheels, nearly new Michelin X "X" tyres, excellent condition; terms, exchange list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

OLDSMOBILE

SIMPSON'S MOTORS—See under American cars: full list. [C4015]

1950 Oldsmobile Rocket 88, radio, heater, hydraulic drive, bargain; £495.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016/1]

1955 Oldsmobile Rocket 88, automatic transmission, power steering, power brakes, radio, heater, fitted seat covers, immaculate.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, S. London, N.W.3. Hampstead 8676/7779. [C4016]

Oldsmobile Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Oldsmobile buyers; outright purchase or part exchange.—345, High Rd., Wembley, Wembley 8691, 5903. [W4015]

Oldsmobile Spares and Service

REPAIRS and service by sole U.K. distributors, Lex Garages, Ltd., Workshops and spare parts, 7, Pembroke Villas, London, W.11 (Near Westbourne Grove). Bayswater 6628-7. [C0827/R]

OPEL

1949 1.488cc ohv saloon, reg. 1955, reconditioned engine covered by 6 months' warranty (not "un in"). £225; terms, exchange.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 6159. [5480]

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for service and spares.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 8874-5. [0513/R]

PRIDE & CLARKE Opel stockists, quotations, c.o.d.—Stockwell Rd., S.W.8. Brixton 6251. [3068/R]

EIGHT years' servicing experience! Parts, U/J's, wings, front/chassis engines, suspensions, gear boxes, seat covers, £4/10; cars bought, sold.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 2647. [S4100]

PACKARD

KNIGHTSBRIDGE offer:—

1947 Packard Clipper, 8 cylinder, right-hand drive, dual grey, radio, heater, overdrive, 45,300 miles; this car is a genuine one-owner from new and has been chauffeur kept and regularly maintained; most beautiful condition; £545.—1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4066. [C2036]

PACKARD

1935 Packard Super 8 convertible, bronze, 34,000 miles only, one owner from new, must be seen to be appreciated; £225.

THE ONSLOW MOTOR Co., Ltd., 28, Onslow St., Guildford, Guildford 6727-9. [C3089]

1936 new; £225.—Farnham Motor Co., Ltd., Downing St., Farnham, Tel. 6151. [C2110]

175 ens.—Packard 6 1939 touring saloon, steering column gearchange, overdrive, excellent condition; terms, exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Packard Cars Wanted

LEONARD WILLIAMS & Co., Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 3400. [C0498]

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Packard buyers; outright purchase or part exchange.—345, High Rd., Wembley, Wembley 8691, 5903. [W4015]

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028]

LEONARD WILLIAMS & Co., Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 3400. [C0489/R]

PANHARD

1956 Dyna 6-seater aerodynamic saloon, one owner, immaculate, 10,000 miles, exceptional road-holding performance, delightful appearance, radio, seat covers, up to 47mpg and 65mpg; 3 months' warranty; £885.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 6159. [5487]

PLYMOUTH

SIMPSON'S MOTORS—See under American cars: full list. [C4015]

PONTIAC

SIMPSON'S MOTORS—See under American cars: full list. [C4015]

1949 Pontiac Silver Streak—See under Postwar Cars in the American Car Section. [C3109]

£485—Pontiac Streamliner saloon, immac., r.h.d., green.—Write, 42, St. Catherine's Rd., Winchester. [6291]

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Pontiac buyers; outright purchase or part exchange.—345, High Rd., Wembley, Wembley 8691, 5903. [W4015]

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. (Tel. Vauxhall 752-4).

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [C0817/R]

PORSCHE

1954 (Sept.) Porsche 1500 coupe, mileage 20,000; for sale privately; £1,175.—"Marty", The Park, Great Bookham, Surrey. [6174]

1956 (delivered Motor Show, 1955) Porsche 1600 convertible, white, black hood and upholstery, radio, next-to-new condition throughout; £1,685; exchanges, deferred terms.—John S. Truscott, Ltd., 173 Westbourne Grove, W.11. Bayswater 4274. [C4085]

Porsche Cars Wanted

J. H. BARTLETT—Porsche fixed or drop head wanted.—27, Pembroke Villas, W.11. [W2013]

RACING CARS

COOPER'S GARAGE (SURREYTON), Ltd., of Surreyton (Tel. Elmbridge 3348) are the sole concessionaires for the southern half of Great Britain of the 500cc Formula 3 Cooper-Jaguar and Cooper 1,100cc sports cars. [C0821/R]

ROSE & YOUNG, Ltd., offer: Cooper-Climax, Stage II engine, very successful car, taxed, purchase tax paid, very fast, bargain at £895.—66-68, St. Ermin's Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057]

595 ens.—Nash-Healey 1951 3.8-litre aerodynamic sports racing hardtop coupe, original 1951 Le Mans chassis with later Farina designed coachwork, blue, red leather, overdrive on all gears, radio, heater, wire wheels, nearly new Michelin "X" tyres, excellent condition; terms, exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Racing Cars Wanted

GOOD Ralston required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

RENAULT

RENAULT cars, spare parts repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 6656. [C0421/R]

A1 at Brown's.

1951 Renault 750 saloon, grey, interior to match, many extras, in really amazing condition throughout; £345.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

CHARLES FOLLETT, Ltd., offer:—

1953 750cc Renault, metallic grey, 3 owners; £375.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningsham 5936. [C2010]

CMi CAR SALES (Primrose 6623) offer:—

RENAULT 750, 1956, clutchless model, one owner; taxed £550.

THREE months' guarantee, terms, list on application. Swiss Cottage, Finchley Rd., N.W.3. [C1051]

1956 Arriva, duo-tone blue saloon, with radio, 7,000 miles one owner; £975.—Windsor 2782. [5693]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RENAULT
METROPOLIS GARAGES offer:
1957 model Dauphine, 700 miles: £710.
1956 750, 5,000 miles, blue: £555.
1955 Fregate, 12,000 miles, radio: £795.
1954 750, fawn: £450.
1954 750, grey: £450.
45 Earls Court Rd., Kensington, W.8. Western
4544. (C1571)

ALPINE BUSHEY GARAGES, Ltd. offer:—
NEW 750, grey, Perlec clutch model, list.
1956 750, green, roof rack, 6,000 miles: £565.
1956 750, blue, roof rack, 12,000 miles: £550.
1955 750, grey, washers, spot lights: £495.
1956 Fregate, duo tone blue, radio, 7,000 miles: £1,025.
1955 Fregate, black, specimen car: £775.
NEW Dauphine, choice of colour, list.

RENAULT specialists in sales and service.
ALPINE BUSHEY GARAGES, Ltd., High Rd., Bushey Heath, Herts. Bushey 3282/3. (C1119)

1956 Renault Dauphine, 700 miles, as new: £735.—Anthony Crook, High St., Essex 4580. (C1065)
1955 model Renault 750 de luxe saloon, Capri blue, Michelin white walls, most attractive: £525. (C1094)
MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727.

WELHAM'S Renault sales and service, Surbiton Hill Rd., Surbiton, Elmbridge 1873. Established 1909, offer:
1956 Fregate 2140 litre demonstrator saloon: £950.
1956 750 saloon de luxe, grey: £585.
1956 Dauphine demonstrator: £730. (C4070)

1955 (October) Renault 750 de luxe saloon, heater, one owner, 11,000 miles: £475.—Walton-on-Thames 4233. (C4081)
1955 Fregate, low mileage, one owner, immaculate: £725.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. (C4081)

1951 (February) Renault 760cc saloon, heater, excellent condition throughout, guaranteed: £535.—Palmer's, Russell Garden, Woking, W.14, Park 9704 & 5968. (C5034)

1955 (October) 750, one owner, Autobleu-Servais tuned, 7,500 miles, genuinely immaculate; nearest £400, including many extras—63, Masshouse Lane, Birmingham 30. Kin. 4136. (C1618)

1955 Renault Fregate, grey, grey leather, sun roof, one owner, whitewall tyres, in exceptional condition throughout: £745; exchanges, deferred terms.—John E. Truscott, Ltd., 173, Westbourne Grove, W.11, Baywater 4274. (C4035)

1954 Fregate, maroon colour, impressive appearance, six seats, flat floor, large luggage boot, heater, overdrive, very good condition, performance: £575; seldom opportunity—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Fri. 6159. (C5486)

Renault Cars Wanted
ALPINE BUSHEY GARAGES, Ltd., 83-85, High Rd., Bushey Heath.—Renault distributors will purchase all models. (W1119)
WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. (W4070/R)

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Renault.—Hampstead (Tube) Ham. 6041. (W4018/R)

Renault Spares and Service
GLANVILLE LAWRENCE, 2-10, City Rd., Cardiff.—Renault distributors—East Glamorgan—spares and service.—Tel. 20531. (0911/R)

BARNEHURST GARAGE, Ltd., Renault sales and service, spares and repairs—1-3, Barnehurst Rd., Bexleyheath. Tel. Bexleyheath 725. (0943/R)

RILEY
CAMDEN MOTORS, Ltd.
RILEY Pathfinder saloon, 1954, bucket seats, metallic grey finish with red hide interior, heater, one careful owner since new, a really first-class specimen: £695.
RILEY 1½-litre saloon, September, 1953, R.M.E. series, in maple green with black top, soft grain hide interior in green, fitted heater and radio, in really beautiful condition throughout; this car stands out above all others we have seen, genuine moderate mileage and superb mechanically: £695.
RILEY 1½-litre saloon, 1950, one change of owner, good bodywork and interior, sound mechanical order: unrepeatable opportunity at £425.
RILEY 2½-litre saloon, 1949, maroon with black top, maroon hide interior, attractive condition throughout: £355.
RILEY 2½-litre saloon, 1939, Adelphi touring model, 16/4 engine similar to post-war, a very good example recommended and guaranteed: £225.
CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. (C1055)
J. JAMES (LONDON), Ltd.

FOR second-hand Rileys
1956 Pathfinder, grey, red interior, 10,000 miles: £1,125.
1955 RILEY 1½-litre, green, radio, heater, low mileage: £275.
RILEY CARS, 35 & 56, Pall Mall, S.W.1. Tel. 7311. (5139)

1955 (June) Pathfinder, unmarked, as new, superb condition throughout: £275.—Harrow 4646. (C3008)

RILEY
H. BEART & Co., Ltd., offer:—
1950 Riley 2½-litre saloon, finished black, brown upholstery, fitted heater, very well maintained: £445.—102, Kingston Rd., Kingston-on-Thames. Kingston 3348. (C1081)

BOON & PORTER, Ltd. distributors.
1956 Pathfinder, green, 6,400 miles, in new condition, guaranteed: £1,150.
1955 (June) Pathfinder, maroon, bucket seats, 10,600 miles, extras: £945.
CASTELNAU, S.W.13 (By Hammersmith Bridge), Riv. 4444. (C1022)

COMPTON & FULLER, Ltd., offer:—
1951 Riley 1½ saloon, black/primrose, immaculate and faultless car: £525.—Odeon Parade, Elmers End, Beckenham. Bec. 3570. (C1110)

WESSEX MOTORS, New St., Salisbury.
1955 (August) Riley Pathfinder saloon, black with tan leather upholstery, heater, screen washers, fog and spot lamps, a very low mileage one owner car in immaculate condition throughout.
TELEPHONE Mr. Gray, Salisbury 5275. (C4087)

WORKING MOTORS, Mercedes distributors.
1954 Riley 1½-litre saloon, black, brown, immaculate condition throughout, small mileage: £775.—Maybury Hill, Woking 4277-8. (C4057)

CLARKE & SIMPSON, Ltd. (Riley Sales and Service), offer:
1954 1½-litre saloon, black and blue with grey leather, heater, radio, one owner: £745.
1951 (March) 1½-litre saloon, black, green leather, heater, one owner, perfect condition: £545.
49 Sloane Sq., S.W.1. Tel. Sloane 0436. (C1048)

1950 Riley drop head foursome, complete engine overhaul and repaint: £495.
TAYLOR & CRAWLEY, 35, Grosvenor Crescent Mews, Hyde Park Corner, Tel. Sio. 5213. (C4036)

BEARTS of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. (0079/R)

1950 Riley 2½-litre saloon, black with brown hide upholstery, low mileage, fitted heater, in new condition: £1,150.
MCLEARN & COX, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560/6307-8. (C3063)

1954 Riley 1½-litre saloon, black, with green interior, fitted heater, 23,000 miles, one owner, excellent condition throughout: £760.
WEYBRIDGE AUTOMOBILES, Ltd., Queens Rd., Weybridge 2235. (C4094)

1955 Riley 2½-litre Pathfinder, dark green, radio, 15,000 miles, excellent: £885.—Wood & Lambert, Ltd., 49, Stamford Hill, N.16. Sta. 3434. (C4095)

ALLOW the official Riley dealers for the larger part of Warwickshire to know of your requirements, new or low-mileage models in stock.—Write Coventry Motor Mart, Ltd., London Rd., or Tel. 2146-7. (0448/R)
RILEY 1½-litre saloon, 1950, radio, heater, oclet until 7 p.m.
Fabric covers, Ace Rimbellsheim, taxed to December, black and grey, well kept car: £475.—Tel. Mit. 3544 after 6 p.m. (C305)

1953 Riley 1½-litre saloon, black, bucket hide, heater, one owner, 27,000, well maintained, good condition: £625.—G. P. Mace & Son (Mon.), Ltd., Worcester St., Monmouth. (C306)

GORDON & GLYNNE are the people who specialise exclusively in pre-war Rileys, they always have a large selection of the various models all of them in excellent condition.
GORDON & GLYNNE (The Riley Centre), 79, Cadogan Lane, Sloane St., S.W.1 (2 mins. Sloane Square Tube). Sloane 8326. (C2075)

1956 (March) Riley Pathfinder saloon, 3,900 miles, B.M.C. warranty: £1,175.—Green & Zonia, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 325/6. (C2028)

RILEY 1½, 1947, saloon, immaculate condition, one titled lady owner, taxed, 43,000 miles: £365; terms and part exchanges.—Jarvis Motors, Harrow 9494. (C670)
1948-9 Riley 2½-litre sports saloon, smart, fast, good: £565; terms and exchanges.—Harrison, Four Seasons Garage, 601-609, Kings Rd., S.W.6, Renown 4492. (C3059)

1937 Riley 12 Victor saloon, in superior order and condition, far better than average condition: £150; terms a pleasure.—Corner Garage, Gorton Rd., Blackpool. Tel. 36858. (C2065)

1955 Riley Pathfinder saloon, finished in grey with grey upholstery, fitted wing mirrors, recorded mileage, 21,000: £650.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. (5892)

1950 Riley 1½-litre saloon, black/green, heater, 150: immaculate: £485.—Mihall Service, 55, South Eastern Square (near Kensington High St.), W.8. Western 4351. (C3094/1)

RILEY 1½-litre saloon, Nov. 1952, black and grey, red interior, in beautiful and immaculate condition: 33,000 miles: £650.—E. Sterling & Co., Station Rd., Merton Abbey, S.W.19. Liberty 2258. (0075)

1954 Riley 1½-litre saloon, black and grey, red hide, radio, heater, one owner, 17,000 careful miles, an exceptionally good example: £795; exchanges, deferred terms.—John B. Truscott, Ltd., 173, Westbourne Grove, W.11, Baywater 4274. (C4035)

XXX 1949 Riley 1½-litre saloon, black with fawn upholstery, a really attractive car, heater, H.M.V. radio, etc., thoroughly recommended, written guarantee: £425.—Terms, exchanges.—H. P. Edwards, 154, Great Titchfield St., London, W.1. Leamham 0012. (C2003)

1955 Riley Pathfinder, one owner, black, tubeless tyres, gear box, clutch and brake modified at factory to latest standard, perfect throughout: £945; part exchange welcomed.—G. P. Morley, 76, Cambridge Rd., Kingston-on-Thames. Kingston 8885. (C3016)

RILEY
COOMBS & SONS (GUILDFORD), Ltd., offer:—
RILEY 2½-litre sports saloon, series RMP, June 1953, finished in polychromatic green with green hide upholstery, fitted loose covers, heater, etc., offered at attractive price of £635. (C1081)

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 62907-8-9. (C1057)
1950 immaculate 2½-litre, ivory/black, definitely a concours car, heater, taxed: £485.—Rudds, 41, High St., Worthing 7773-4. (6268)

Riley Cars Wanted
ROWLAND SMITH'S, the Car Buyers—Highest cash for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

ALMOST new Riley required immediately.—Morley, 76 Cambridge Rd., Kingston. Kingston 8885. (W4018/R)

XXX Top price paid for good Riley.—H. P. Edwards, 28-34, Upper High St., Epom, Surrey, Epom 5611. (W2001)

WANTED, nearly new Riley 1½-2½-litre, distance no object.—Green & Zonia, 248-252, Deansgate, Manchester, 3. Tel. 3325-6. (W2028)

YOU will always do better by making personal contact with Mr. Clarke or Mr. Simpson.—49, Sloane Sq., S.W.1. Tel. Sloane 4727. (W1048)

Riley Spares and Service
READING—Hewson's Garages, Ltd., for Riley spares and service.—Tel. 1436. (C209)

FRANK L. HALL for Riley, Specialized sales, repairs and spares.—Windor Rd., Maidenhead. Tel. 713. (0425/R)

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. (0246/R)

A ROOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7501 and 7521. (0238/R)

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carter Lane, Highgate Rd., London, N.W.5. Gul. 5446. (0098/R)

ACE Coventry Motor Mart, Ltd., and be sure you get genuine Riley spares or specialist repairs.—Write Whitley Depot, London Rd., or 'phone Coventry 2146-7. (0443)

RILEY distributors for 35 years.—Comprehensive list of spares, quotations and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. (0989/R)

ROLLS-ROYCE
JACK BARCLAY, Ltd.
EXCLUSIVELY for Rolls-Royce and Bentley.
LARGEST official retailers in the world; please write for stock list.
JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 7 p.m.). (0182/R)

H. C. PAUL, Ltd.
1954 Rolls-Royce Silver Dawn saloon, automatic, black and grey and velvet green, 12,000 miles: £3,450.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0621-2. (C3040)

P.B. Ltd., offer:—
1939 Wraith full razor edged sports saloon with division by Windover.
1938 25-30hp sports saloon with division by Thrupp & Maberly.
1937 25-30 semi-razor edged sports saloon by Hooper.
1937 25-30hp sports saloon with division by James.
1936 25hp fixed head 4-light foursome coupe by Freestone & Webb.
PALDON BROS., Ltd., 50, Cheval Place, South Kensington, S.W.7. Ken. 9477. (C3053)

H. R. OWEN, Ltd.
FROM our large and comprehensive stock we have chosen the following cars as examples:—
1954 Young, automatic gear box, finished in black with maroon hide and cloth upholstery: 19,400 miles, £4,950.
WE are interested in the purchase of Rolls-Royce cars and invite communications from owners who have such vehicles for disposal.
H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Mayfair 9060. (C3031)

MANN EGERTON
Rolls-Royce Silver Dawn automatic gear saloon, velvet green with fawn leather upholstery, 22,000 miles: £3,850.
1952 Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner, black, fawn leather, 32,000 miles: £3,750.
1952 Rolls-Royce Silver Wraith sports saloon by Park Ward, black, beige leather upholstery, 24,000 miles: £3,450.
MANN EGERTON, 14, Berkeley St., W.1. Hyde Park 2073. (C2006)

JACQUIER, Ltd., offer:—
1939 Wraith owner-driven saloon, 6-light, leather throughout, boot, history: £1,250.
1933 20/25 4-door Connaught saloon, with division, in really excellent condition: £325.
1935 20/25 Windover owner-driven saloon, leather upholstery, boot, recently overhauled: £525.
THE above cars are all in excellent condition and open to A.A. or R.A.C. examination.
JACQUIER, Ltd., 225-7, Hammersmith Rd., London, W.8. Tel. Riverside 6677-8. (C2043)

1949 Rolls-Royce Silver Wraith owner driver engine overhaul, really immaculate throughout: £2,075.
TAYLOR & CRAWLEY, 33, Grosvenor Crescent Mews, Hyde Park Corner. Tel. Sio. 5213. (C4036)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

KNIGHTSBRIDGE offer:—

1936 (November) Rolls-Royce Phantom III, attractive small sports saloon by Barker, heater, maker's history, modification and overhaul, very good condition, finished black.

1938 (February) Rolls-Royce Phantom III sports saloon by Barker, one owner, modified, maker's full history and recent overhaul.—1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2036]

SWANMORE GARAGE, Ltd.

1937 25/30 Windover 7-seater.

1937 25/30 Prestone & Webb saloon.

1936 20/25 Gurney Nutting saloon.

1935 20/25 James Young saloon; photograph and price on request.

1176 Russell Motors (KNIGHTSBRIDGE), Ltd., 47, Christchurch Rd., Bournemouth (Southborne 4344). [C4024]

RUSSELL MOTORS offer:—

1948 (October) Silver Wraith H. J. Mulliner touring limousine, total mileage 61,000, replacement engine with full flow oil and automatic choke. Fitted at 41,000, black and beige leather.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 2288. [C3060]

GEORGE NEWMAN & Co. offer:—

1951 limousine, face forward, occasional seats, 18,000 miles; £2,675—369, Euston Rd., London, N.W.1. Fox 4466. [C3023]

JACK BOND (West End branch) offers:—

£795—Rolls 25 1936 drop head coupe by James Young, speedometer reads 68,000 which we believe is genuine; a very rare and pretty Rolls in immaculate condition; fitted heater.

1935 Rolls 25 sports saloon, choice of 5 from £475.

URGENT require for stock immaculate Rolls with sporting and unusual coachwork.

OPEN till 7 every night and Sunday mornings.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929 and 5330. [C4079]

JACK OLDING & Co. (Motors), Ltd., official Rolls-Royce and Bentley retailers, offer:—

1953 Silver Wraith saloon, Park Ward, shell grey, maroon hide; £3,975.

1952 Silver Wraith saloon, H. J. Mulliner, black, beige hide, one owner, 30,000 miles; £3,725.

1947 Silver Wraith 7-seater, Sedanca-de-Ville, H. J. Mulliner, black, one owner; £1,975.

PASSED by officially appointed service station.

AUDLEY HOUSE, North Audley St., W.1. Mayfair 5242 (7 lines). Open to 7 p.m. [C3030]

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers.

SHOWROOMS, 18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

HEARSHES, Rolls from £1,350. Brochures available on inspection. Immediate delivery.

ALFE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161

1928 James Young 20, excellent; £1,100.—J. B. M. Ford Distributor, 164-165, Bristol St., Birmingham Midland 5561-5 or 5903-4. [C3224]

ROLLS-ROYCE 20/25 saloon, 1933, private, excellent; £275; any offers? Interesting exchanges?—Box 5005. [C6089]

1934 20/25hp 7-passenger limousine; £150.—Lawton-Goodway 1155, Criclewood Road, N.W.2. Gladstone 2226. [C2022]

MASCOU MOTORS, Ltd., offer guaranteed cars only so ensure satisfaction by selecting from their large comprehensive stock:

1937 50hp James Young sports saloon, dark green, beige leather, engine overhaul.

1936 25hp Croall fixed head coupe, black and grey, brown leather, recent overhaul.

1935 25hp Barker sports saloon, black with red leather upholstery.

1935 25hp Dual coloured sports saloon, large boot, beige leather, complete overhaul.

1933 25hp Windover sports saloon, midnight blue, blue leather, immaculate.

1933 40/50hp Thrupp & Maberly sports saloon, black and blue, full history.

237 Kensal Road, London, W.10. Ladbroke 1251/2. [C3007]

1937 Rolls 25/30 Barker saloon, 54,000 miles, excellent condition, one owner; £625.—Bundell, Filwick, Bedford. [C1986]

A&S Ltd. Wraith 1939 H. J. Mulliner owner-driver fitted edge Saloon, no partition, in outstanding condition. £1,175.

1937 Series 25/30hp owner-driver Saloon with built-in boot, black, brown hide. £575.

LATE 1934 25hp Hooper sports Saloon, built-in boot, very attractive car. £525. See under Limousines column.

ALFE & SAUNDERS Ltd. (Limousines Purchased), Providence Court, North Audley Street. (Near Selfridges.) Mayfair 5241. [C1006]

FOR saloons and limousines, all models, you might favour us with a call.—Claude Burgoyne & Co., St. Peters Rd., Hammermill, Riverside 7644. [A4575]

£450—20/25 d/h coupe Owen sedan, new hood, upholstery, engine, radiator overhauled, unusually pretty and fast.—14, Polytan Mews, W.2. [C1116]

45,000 miles only.—Rolls-Royce 1933 20/25 4-door fitted saloon with coachwork by Hooper, winding division and P.S. occ., one family since new, whole car in outstanding condition; £450.—Jack Smith, 25, Bruton Place, W.1. Mayfair 0661-2. [C4068]

1953 (September) Rolls-Royce Silver Wraith limousine, special coachwork by H. J. Mulliner, finish two-tone grey with beige leather, radio, heater, Marchal spot lamps, concealed lighting, lambwool rug, etc., one owner, Rolls maintained, faultless condition in every way, exchange considered.—A. Baginton Rd., Coventry. Tel. Coventry 68549/62615. [C1202]

ROLLS-ROYCE

THE SOUTHERN MOTOR CO. specialise in all owner-driver Rolls-Royce models and have a range of Replicas (modern coachwork) at prices from £400-£600. 70/83, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport). Office, Gillian Cottage, Lowfield Heath, nr. Crawley, Sussex. Tel. Crawley 437.

£115—20/25 owner-driver 4-light sports saloon, with projecting boot, black with green leather throughout.—2, River Court, Bucks. Maidenhead 2713. [C6222]

SAD to part, will someone take care of my lovely 1935 20/25 Rolls, condition perfect; £590; private owner.—Write, "Cliff Corner," Marine Drive East, Barton-on-Sea, Hants. [C1665]

1936 Rolls-Royce 20/25 sports saloon, immaculate throughout; £685; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Mddx. Tel. 2960. [C2035]

LIMOUSINE, 1949, Silver Wraith, WFC series, Park Ward, boot, forward occasional, electric partition, heater, radio, genuine silver mileage, cloth rear, immaculate, black; £3,250.

LIMOUSINE, 1940, Wraith, Park Ward, boot, forward occasional, electric partition, heater, privately owned, very modern appearance, black; £1,465.

JACK ALFE LIMOUSINES, 50, Marylebone High St., W.1. Welbeck 1224. [C1103]

£1999—1949 Rolls-Royce Silver Wraith with Gurney Nutting 2-door 5-seater convertible bodywork, 58,000 miles only, costing nearly £7,000 when new and still looks and runs like new.

LAMBS OF WOOD GREEN (established 1897), 100 L guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6242. [C2052]

20/25 Rolls-Royce owner-driven saloon with cabriolet type opening roof, 2 owners since new in October, 1942, total mileage 56,000, unused 2 years, engine stripped and examined after lay up, a most unusual car in really excellent condition; £495.

CRICK & SIMPSON, Ltd., 49, Sloane St., S.W.1. Tel. Sloane 0435. [C1048]

1933 20/25 fixed head coupe by Gurney Nutting, Continental boot, entirely reconditioned by Rolls in 1955, 5,000 m. since, immaculate, enthusiast only, owner going abroad; £430.—Camberley 254 after 5.30. [C6304]

1954 Rolls-Royce Silver Dawn saloon with automatic transmission, 22,000 miles only, one owner, magnificent specimen car, finished in duo-tone Havana brown and biscuit with specially designed interior upholstery, radio and extras; £5,750.—S. Morris & Company, 40, Conduit St., W.1. Tel. Reg. 0424 (6 lines). [C4292]

1937 (October) 35/30 Rolls-Royce owner-driver saloon; this car is in really superb condition throughout, finished in virtually unblemished black with green hide interior, mechanically a really magnificent example; this car is without doubt the finest example we have ever offered; open to any trial or examination; fitted heater, taxed yearly, chrome pass lamp, complete with all tools, etc., the condition of this car must seem to be really appreciated; £575.

MAIDSTONE ENGINEERING Ltd., Smethurst St., Pendleton Manchester, 6. Pendleton 3457. [C3000]

ROLLS-ROYCE Silver Dawn saloon, 1954 (Sept.), maroon, 16,000 miles, automatic transmission, special James Young front seats, interior trimmed in beige hide with maroon headings, 11 M.V. radio, many other extras, meticulously maintained by prominent local owner, in new car condition; £3,750; any car taken in part exchange.—Bristol Street Motors, Ltd., Ford Distributor, 164-165, Bristol St., Birmingham Midland 5561-5 or 5903-4. [C6098]

MAGNIFICENT 1937 Park Ward Phantom III Rolls-Royce close coupled saloon, fitted with Sedanca-type sliding roof, very pretty body, finished 2 shades red and black with brown hide interior, fitted 6 new tyres, H.M.V. push-button radio, etc., recorded mileage 75,000, previously belonged to titled owner and has had over £1,000 spent on it, the whole car is in superb condition and has a performance which is breathtaking; an exceptional car at the bargain price of £275.—W. Phillips & Son, Ltd., 15, Albion St., Lr. Mosley St., Manchester, 1. Tel. Central 7577. [C6377]

H. F. Edwards, 154, Great Titchfield St., Manchester, 1. [C6377]

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H. F. Edwards, 154, Great Titchfield St., Manchester, 1. [C6377]

Rolls-Royce Spares and Service

SERVICE unequalled

OFFICIAL repairers Rolls-Royce cars

SERVICING or overhauls

COACHWORK renovations and accident repairs.

SPARES all models—Tel. Flaxman 2225 (5 lines).

JACK BARCLAY (SERVICE) Ltd., Danvers St., Chelsea 6 W 3 (near Battersea Bridge) 181082/R

JACK OLDING & Co. (MOTORS), Ltd., official Rolls-Royce/Bentley service, overhauls and renovations, —84-90, Holland Park Ave., Kensington. Park 5077. [C3030]

MASCOU MOTORS Ltd. Rolls-Royce and Bentley Specialists complete engine overhauls, coachwork repairs.—237 Kensal Rd. Ladbroke Grove, W.10. Ladbroke 1251-2. [C3007]

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [C0064/R]

ROVER 10

1939 Rover 10 saloon, exceptionally nice; £225.—Norman Auto, 544-554, London Rd., West Croydon. Tel. Thornton Heath 4657. [C3096]

Rover 10 Cars Wanted

WANTED, 1940 Rover 10 saloon, in above average condition.—Particulars please to Kingsthorpe Garage, Ltd., Northampton. Tel. 4297. [C349]

ROVER 12

PETER BANTOCK CAR SALES, offer:—

1947 Rover 12 saloon, black with blue interior, recent engine overhaul; £365.—104, High Rd., Chiswick 2725/5870. [C1014]

£95—1936 12hp sports saloon, new tyres, mechanically perfect.—A.Z. Motors, Park Lane Rd., N.W.6. Mal. 4723. [C1011]

1939 Rover 12 sports saloon, black, immaculate condition, resprayed, rebored, nearly new tyres, perfect second-hand car; £225. Taxed Dec.—Write: Harrison, High House, Uley, Dursley, Glos. [C6115]

ARCHIE SIMONS & Co., Ltd.—1947 (Dec.) Rover A 12 saloon, colour grey, maroon leather upholstery, one owner since new, nominal mileage, in excellent condition in every way; £375.—93, Great Portland St., W.1. Lan. 1343. [C4013]

ROVER 14

TANKARD & SMITH, Ltd. offer 1946 Rover 14hp 6 light saloon, black/brown, 52,000 miles, one owner, beautiful condition; £265. Three months' written guarantee.—194-198, King's Rd., Chelsea, S.W.3. Flaxman 4801. [C4025]

ROVER 16

AZ MOTORS offer 2 attractive Rovers:—

1947 16 sports saloon, immaculate; £510!

1939 20 drop head coupe, in outstanding original condition throughout, amazing performance; any inspection invited; £1,851.—Palmerston Rd., N.W.6. Mal. 4723. [C1011]

1947 (Dec.) Rover 16 saloon, black, brown leather, immaculate body; £295.—11, North Rd., Brixton, Devon. [C6098]

!!! 1947 (December) Rover 16, one owner, taxed, faultless; £310.—Bruce Francis, 3a, Cromwell Mews, South Kensington. Flaxman 0513. [C3096]

£225—1939 Rover 16 saloon, maroon, taxed, immaculate condition, throughout, terms. Autoplane, 5, Balham High Rd., Balham 1509. [C1009]

295gms—Rover 16 October 1947, de luxe saloon, grey, sliding head, blue leather, radio, heater, excellent condition; terms; exchanges; list; open 9-7 Mondays and Saturdays. Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

ROVER (60, 75 and 90)

G. S. HALL offer:—

£1295—1956 Rover 90, grey, red leather, H.M.V. radio, 3,000 miles, absolutely as new, save £175 on list.—506, King St., Hammersmith, W.6. Riverside 2861. [C2109]

H. BEART & Co., Ltd. offer:—

1956 model Rover 90 saloon, fitted loose seat covers, radio, genuine 5,000 miles and virtually like new throughout; £1,245.—102, London Rd. and High St., Kingston-on-Thames. Kingston 3348. [C1081]

PHILIP RICKARDS Ltd. offer:—

1956 Rover 90 saloon with overdrive, new and unregistered, choice of colour; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4774-3. [C3051]

HENLYS offer with 4 months' guarantee:—

1956 Rover 60 saloon, one owner, black, with red leather interior; £1,095. Henlys Corner, North Circular Rd. N.W.11. Finchley 0081. [C6346]

HENLYS offer with 4 months' guarantee:—

1955 Rover 90 saloon, radio, one owner, grey, with matching interior; £1,085. [C6357]

1956 Rover 90, grey, with overdrive, works mileage bargain price. [C4093]

1956 (June) Rover 90, black, radio, overdrive, guaranteed; £1,375.—Campbell Symonds, Wembley 6262. [C1087/2]

1948 (late) Rover 75 saloon, black, in exceptional condition; £395.—Eustace Watkins, Ltd., 12, Berkeley St., W.1. (Mayfair 5951). 399, London Rd., Croydon (Thornton Heath 4283). [C0466]

ROLLS-ROYCE Silver Dawn saloon, 1954 (Sept.), maroon, 16,000 miles, automatic transmission, special James Young front seats, interior trimmed in beige hide with maroon headings, 11 M.V. radio, many other extras, meticulously maintained by prominent local owner, in new car condition; £3,750; any car taken in part exchange.—Bristol Street Motors, Ltd., Ford Distributor, 164-165, Bristol St., Birmingham Midland 5561-5 or 5903-4. [C6098]

MAGNIFICENT 1937 Park Ward Phantom III Rolls-Royce close coupled saloon, fitted with Sedanca-type sliding roof, very pretty body, finished 2 shades red and black with brown hide interior, fitted 6 new tyres, H.M.V. push-button radio, etc., recorded mileage 75,000, previously belonged to titled owner and has had over £1,000 spent on it, the whole car is in superb condition and has a performance which is breathtaking; an exceptional car at the bargain price of £275.—W. Phillips & Son, Ltd., 15, Albion St., Lr. Mosley St., Manchester, 1. Tel. Central 7577. [C6377]

H. F. Edwards, 154, Great Titchfield St., Manchester, 1. [C6377]

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER (60, 75 and 90)
Rover 60 saloon, grey, unregistered. [C1079]

1956 Rover 75 saloon, blue/blue, unregistered—Danham & Haines, 46, Castle St., Luton 2100-1. [C1079]

ROVER 75 (July '52), one owner, exceptional condition, H.M.V. radio, etc.; £660.—Box 5041. [C200]
1954 Rover 90, green and green, one owner, 21,000 miles, heater, new tyres. [C3011]

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. [C3011]

1955 Rover 90, one owner, excellent condition; £1,050.—Hounslow 2151. [C3011]

1956 (July) Rover 60 saloon, green, under 4,000 miles, spotless, taxed; £1,100.—Box 5025. [C3011]

1956 Rover 90, black, tan, radio, spot lights, etc.; £1,235.—Odeon Motors, Ltd.—Bar. [C3026]

1955 Rover 75, green/green, with H.M.V. radio, in excellent order; £995.—Wards, Tunbridge Wells, Tel. Southborough 1000. [C3026]

1954 Rover 90, one owner, grey with red leather, really immaculate, guaranteed; £875.—Campbell Symonds, Wembley 6262. [C1037/1]

CASS'S MOTOR MART—1953 Rover 75 saloon, black, genuine 21,000 miles, one owner; £795, written guarantee.—S. Warren St., W.1. Euston 4110. [C1040]

1954 Rover 90, black/red, one owner, low mileage, superb condition; £800? terms, consists of exchange older car.—12, Church St., Luton 4212. [C2535]

1956 Rover 90 saloon, black, only 5,000 miles, practically new; £1,195.—Campbell Symonds, Wembley 6262. [C1037/1]

1956 Rover 60 saloon, black/red, under 6,000 miles, H.M.V. radio; £1,150.—Salmons Garages, Ltd. Temple Bar 3338. [C4029]

1953 Rover 75, immaculate, one owner; offers over £700, taxed.—Write Pryor, Monks Orchard, Seaford. [C2826]

1954 90, low mileage, one titled owner, absolutely as new; £895.—Tolworth Motors, Ltd. Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081]

1954 model Rover 75, one owner, as new; £795.—Cavendish Motors, Cavendish Rd., W.16. [C1121]

£665—Rover 75 saloon, 1954, black, with green interior, in unmarked condition throughout, one owner, taxed year.—Putney 5530. [C3107]

£845—Rover 90, 1954, grey/black, one owner, taxed year, fitted extras, immaculate throughout.—Western 4544. [C3973]

1955 model Rover 75 saloon, colour black, low mileage, in as new condition; £975.—John Whalley, Ltd., London Rd., Bishop's Stortford, Tel. 181-2. [C4094]

1948 Rover 60 de luxe saloon, grey, maroon hide, heater, spotless condition; £585; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. [C4094]

1953 Rover 75, one owner, black, chauffeur maintained, particularly good condition, mileage 21,000, H.M.V. radio, Ace Rimbells; £795.—"Linkside," Links Rd., Worthing. [C4068]

1951 model Rover 75, black, magnificent condition, one owner, 35,000 miles, seasonal bargain; £525.—Pickard, 250, Belisle Rd., N.W.6. Part exchange; h.p. terms. Mal. 1341, evenings: Sun. 3805. [C3594]

£466—Rover 60 de luxe saloon, rare and beautiful condition, superbly maintained by meticulous owners, undoubtedly the finest we have had and no one could possibly believe this car is as much as 7 years old. [C4094]

LAMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. [C2052/1]

£935—1954 Rover 90, but in 1955 condition, extra include heater, sunroof, roof coating nearly £100 extra, specimen condition, speedometer records 9,000 but the vehicle looks and runs as though it has done less than 5,000. [C2052/1]

LAMBS OF WOOD GREEN (established 1897): 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. [C2052/1]

1956 (August) Rover 90 saloon, with overdrive, H.M.V. radio, Ace Rimbells and seat covers, mileage 3,000 only, total cost new £1,500; offers.—Darvin Fairfax, Ltd., Virginia Water, Tel. Weymouth 3154. [C2099]

1951 (December) Rover 75 saloon, finished in cream with green leather upholstery, a most attractive car carefully and regularly maintained by one owner, fitted with heater and air-conditioning and excellent tyres, undoubtedly superb value at only £595.—Hillwood Motors, Mill Hill (London) 4232. [C2108]

1955 Rover 75, one careful owner, chauffeur maintained, unique quality car, very low mileage; £985; late 1953 Rover 75, recently reconditioned throughout, enormous amount of modifications, looks and compares with '56 condition, £695.—West Street Motors (East Crinestead) Ltd., London Rd., East Crinestead, Tel. 3841 (10 lines). [C2643]

XXX 1956 (February) Rover 75 saloon, a quite outstanding example, finished two-tone colour scheme, grey and green, with grey leather, fitted heater, radio, screen washers, Rimbells, bucket seats, free-wheel, etc., and in sparkling condition, very thoroughly recommended, written guarantee; £1,175; terms, exchange; h.p. Edwards, 154, Great Tye field St., London, W.1. Lancham 0012. [C2005]

HATTON, Birmingham—1954 60 black, red leather, H. genuine 19,000, one owner; also 1954 90, 19,000 only, black, red leather; also 1951 75, genuine 17,000 miles; and many other P4 Rovers, 1950 to 1954, fitted Birmingham Midland 2437 for full particulars and quotation for your present car (all makes taken in part exchange). Immediate delivery anywhere.—H.A.S. Motors, Ltd., 71, Broad St., Birmingham. [C2097]

ROVER (60, 75 and 90) Cars Wanted
COOMBS & SONS (GUILDFORD), Ltd.
URGENTLY require 1954-55 Rover 75s and 90s; offers appreciated.—Portsmouth Rd., Guildford, Tel. 62907. [C0242/R]

ROVER (60, 75 and 90) Cars Wanted
ROWLAND SMITH'S the Car Buyers—Highest cash prices for Rover.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

ROVER 75 or 90 wanted privately, not over £800, state mileage, registration date, whether more than one owner, and whether delivery possible in Swansea.—Replies in Box 5045. [C204]

LAND-ROVER

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621, offer:—

1955 Land-Rover, all-purpose vehicle, fitted with fan-type body, 4-wheel drive, etc., one owner, very good condition, £455; our hire purchase terms are now 5% for 12 months. [C3042]

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621. [C3042]

E. EVANS (WIMBLEDON), Ltd., offer a selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0165-4. [C10195/R]

HARVEY HUDSON, Ltd., the nation-wide Land-Rover specialists, offer:—

1955 Land-Rover, extra include flashing indicators, twin screen wipers, slide windows in hood, outstanding condition; £475. [C2039]

1954 Land-Rover, 14,000 miles, exceptional condition; £430; six months' guarantee hire purchase. [C3028]

COUNTRY enquiries welcome; representatives for all districts.—High Rd., South Woodford, London, E.18. Wanstead 0056. [C2039]

1955 Land-Rover, one owner; £495.—Odeon Motors, Ltd., Bar. 1144. [C3028]

1951 model Land-Rover, new canvas top, heater, our own well-known vehicle, used by this company for 5 years, £295; also hard top model, same price; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. [C1024]

Land-Rover Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Land-Rover.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

HARVEY HUDSON, Ltd., the nation-wide Land-Rover Specialists wish to buy Land-Rovers; country enquiries welcome.—High Rd., South Woodford, London, E.18. Wanstead 0056. [W2039]

ROVER MISCELLANEOUS

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151).

HENLY House, 385, Euston Rd., N.W.1 (Euston 4444).

MANCHESTER (Blackfriars 7843)

BRISTOL (Bristol 21326)

BOURNEMOUTH (Bournemouth 6314)

NORTHAMPTON (Northampton 907)

CAMBERLEY (Camberley 77)

HOUNSLOW (Hounslow 3454)

FINCHLEY (Finchley C081).

BEARDS, of Kingston Rover Specialists, sales, spares, repairs.—102 London Rd., Kingston. [C080/R]

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [C395]

Rover Miscellaneous Cars Wanted

ALMOST new Rover required immediately.—Morley, 76, Cambridge Rd., Kingston. [C3885]

XXX Top price paid for good Rover. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

ROWLAND SMITH'S the Car Buyers—Highest cash prices for Rover.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Rover Spares and Service

KJ MOTORS, Ltd., parts, reconditioned units, Girling and Radiomobile agents, Bromley, Rav. 3456. [C0968/R]

LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon, Tho. 1222. Main Rover dealers for Croydon. [C1029/R]

LEATHWOOD'S GARAGES, Ltd., 367, Limpsfield Rd., Sandstead, Tel. Sandstead 4478. Main Rover dealers for Sandstead. [C1029/R]

GULLIVER ENGINE SERVICE—Rover 12 and 14hp reconditioned exchange engines.—80, Highgate Rd., N.W.5. Gulliver 4604. [C0582/R]

EVANS (WIMBLEDON), Ltd., area heaters for Wimbledon and district.—131, Alexandra Rd., Wimbledon, Tel. 0163-4-5. [C1047/R]

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spare and specialised service.—Tel. Datchet 54. [C1047/R]

DAVID ROSEFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spare stock available.—Cheetham Hill Rd., Manchester, 8, Tel. Blackfriars 2308. [C0556/R]

SIMCA

1956 Simca Chatelaine, utility, blue, mileage 500 only; £865.

1956 Simca Elysee saloon, black new and unregistered; £940.

1955 (Nov. '54) Simca Aronde saloon, dark green, mileage 5,700 only, one owner; £625.—32, Bruton Place, Berkeley Square, Mayfair 0821/2. [C3040]

SIMCA

CAR MART, Ltd.

£825—Simca Aronde Grande large saloon, heater, registered February 1956.

CAR MART, Ltd., 382, Streatham High Rd., S.W.16, Streatham 0054. [C1039]

1956 Simca Elysee saloon, 6,000 miles.—Autowork, Ltd., Southgate St., Winchester. Tel. 4365. [C1010]

CHOICE of 3 Elysee saloons, 80 mph, 35 mpg, trade enquiries invited.—Apply Fiat (England), Ltd., Water Rd., Wembley, Middx., or Tel. Perivale 5581. [C0395/R]

1954 Simca Aronde saloon, grey with grey up-holstery, heater, one owner, in very good condition; £525.—Herbert Robinson, Ltd., Cambridge, Tel. 4461. [C6948]

MAYFAIR GARAGES, Ltd.—August, 1955, Aronde saloon, grey and blue, one owner, 6,000 miles only, as new, 3 months' guarantee; £565.—Balderton St., W.1. Mayfair 3104/5. [C3009]

SINGER

ROWLAND SMITH'S the Car Buyers—Highest cash paid for Simca.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

SINGER

£245—Singer 9 roadster, 1946, red, splendid order and appearance. Part exchange cars or motor cycles; h.p. terms.—Dudden Hill Lane, N.W.10. Willesden 4869. [C4017]

TOM GARNER, Ltd., offer:—

1956 Singer Hunter Special sal., blue, 2,000 mls. only; £725.

1955 Singer Hunter de luxe sal., black, unregistered, 500 mls. only; £725.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

B. J. HUNTER, Ltd., offer:—

1951 (September) Singer SM1500 saloon, very superior condition; unrepeatable at £350.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.4. Tel. Gladstone 6303. [C2040]

WARWICK Wright Ltd., offer:—

1956 Singer Hunter de luxe saloon, grey and black, red upholstery, radio and heater, 10,000 miles; £335.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761; Lords Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491. [C3045]

1956 Singer 4-seater roadster, L.H.D., red, twin carburetors, glass screen, tonneau covers, 9,000 miles, absolutely new; £545.

NEW Singer Hunter 8 saloon, black; £818; exchange and hire purchase.

B. & H. MOTORS, 1468, High Rd., Whetstone, N.20. Hillside 6671. [C1020]

1948 Singer 10 saloon, guaranteed; £225; payments—Oldfield, 306, Kensington High St., W.14. Was. 6631. [C3026]

295 mps.—Singer 9, 1950, 4A sports roadster, excellent condition; 1947 Super 10 saloon, sliding head, leather, 145 mps; terms, exchanges; list; open 9 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4018]

Singer Cars Wanted

SINGER Hunter cars wanted to buy or in exchange.

B. & H. MOTORS, 1468, High Rd., Whetstone, N.20. Hillside 6671. [W1020]

MODERN Singers purchased or P/R latest model.—Alan Pickett, Harold Rd., Margate. [C433]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Singer Spares and Service

THE Singer agents for spares, service, repairs.—Automenders, Ltd., Litheridge Garage, Ferry Rd., Barnes, S.W.13. Riverside 6291. [C0764/R]

LIVERPOOL distributors, specialised sales, service and uppers facilities.—Lime Street Garages (Liverpool), Ltd., 5, 7, 9, Redcross St., Liverpool, 1. Tel. Central 7851/2/3. [C080/R]

ALLEN'S OF BRISTOL—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkeley St., Bristol, Tel. 22514. [C0299]

MANCHESTER, South Lancashire, North Cheshire; specialised sales, service and spares facilities.—Distributors, Parkers, Ltd., Brindleyway, Bolton (4080), and 176, Deansgate, Manchester (Deansgate 4057). [C0740/R]

SPORTS CARS

B. & G. MOTORS offer:—

OWING to the terrific popularity of our autumn sale we are continuing this for an extra fortnight to November 14 at even lower reductions!!!

£155 (reduced from £170).—M.G. 8 PA sports, 4-seater, red, taxed.

£150 (reduced from £165).—M.G. 8 PA sports, 4-seater, green, blue, available for over £100 with this one.

£115 (reduced from £130).—M.G. 8 C-type, 5000, 2-seater, red, new tonneau cover, outside exhaust, etc.

£83 (reduced from £99).—M.G. 12 sports, 4-seater.

£115 (reduced from £135).—Singer 9 Le Mans, 2-seater, red.

£110 (reduced from £125).—Wolsey Hornet Daytona, 4-seater.

£90 (reduced from £110).—Vale Special 8hp, 2-seater, cream.

£95 (reduced from £110).—Triumph 10.5 sports, 4-seater, black.

£60 (reduced from £69).—M.G. 8 sports, 2-seater, black.

£50 (reduced from £65).—Austin 747cc special, 2-seater, red.

EASY terms on all cars; sports cars also wanted for cash.—B. & G. Motors, 194/8, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

CHARLES SIMPSON.

THE House of Quality.

SELECTION.

- 1955 TR2, black/red, 12,000 miles, extra, htr., Michelin X tyres, leather, etc.; £719.
- 1953 M.G. TD, Ivory green, low mileage, htr., etc.; £489.
- 1949 M.G. TCs, a choice of 3 well above average, in splendid condition from £269.
- 1947 M.G. TC, black/red, very clean, goes like a bomb, £329.
- 1946 M.G. TCs, choice of 3 in above-average condition from £319.
- 1952 M.G. 1½ s.n., satin bronze, htr., etc., a perfect specimen, low mileage; £489.
- 1949 Triumph Roadster 2000, Ivory/red, new plastic hood, htr., etc., specimen car; £419.
- 1949 Triumph Roadster, fire engine red, new plastic hood, htr., etc., another specimen car; £419.
- 1948 Sunbeam-Talbot 10 s.n., black, excellent little car; £349.
- 1947 Lea-Francis s.n., maroon, htr., etc., bargain; £289.
- 1938 Ralston 10 d/h coupe, recent extensive overhaul, new hood, etc., magnificent example of rare car; £279.
- 1939 M.G. TA 2-seater, blue, in first-class order; £229.
- 1953 Ford Zephyr, choice of 5 low-mileage specimens from £489.
- 1953 Ford Consul, choice of 5 low-mileage specimens from £489.
- 1955 Consul conv., r./htr., 11,000 miles, specimen; £659.
- 1956 Ford Prefect de luxe, 7,000 miles, htr., etc.; £589.
- 1951 Morris Minor conv., grey, spotless motor car; £389.
- 1950 Humber Minx conv., htr., original car, i.h.d.; £369.

OVER 300 guaranteed vehicles in stock, also 250 M/Cs, scooters and motorbikes, hire purchase terms, no guarantors or references.

LONDON'S Premier Centre for estate cars, utilities and light vans.

STAPLETON Corner, Hendon, N.W.2. Tel. Gladstone 1921 and 1246.

OPEN every day from 9 a.m. to 8 p.m. and on Sundays. (6124)

ROWLAND SMITH'S for Sports Cars.

- 595 gns.—Nash-Healey 1951 3.8-litre hardtop coupe. Le Mans chassis, overdrive, radio, heater, wire wheels, nearly new Michelin X.
- 525 gns.—Jaguar 1952 XK120 super sports 2-seater. 1953 Jaguar 100 super sports 2-seater. 245 gns. gns.—M.G. Midget November 1949 TC 2-seater. 1938 M.T.A. 2-seater, 165 gns. 1935 M.G. Magna 4-seater, 95 gns.
- 375 gns.—M.G. Midget November 1949 TC 2-seater. 1938 M.T.A. 2-seater, 165 gns. 1935 M.G. Magna 4-seater, 95 gns.
- 325 gns.—Lea-Francis 1949 series (1948 Show Model) 14hp sports 2-seater, screen washers, new hood.
- 295 gns.—Fraser Nash-B.M.W. 1938 2-litre 328 cc. convertible sports coupe, wind-up windows, tele-controls.
- 295 gns.—Singer 9 1950 4A 2/4-seater, 1933 Singer 9 sports 4-seater; 95 gns.
- 195 gns.—A.C. 1937 16/60hp sports 4-seater; 1930 G. Aston Martin 1½-litre short chassis sports 2-seater, 175 gns. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

THE CHECKERED FLAG (Sports Car Specialists).

Ltd., 669, Fulham Rd., S.W.6. Renown 6105.

PLEASE watch these columns for an announcement concerning our imminent move to larger premises.

G. K1 1067cc coachbuilt 4-seater tourer, black, handsome car; £165.

RILEY Lynx 12/4, good-looking 4-seater tourer, black/red leather, 1935; £195.

ALLARD 714 4-seater sports, impressive looks and performance, 1949; £225.

G. J2 8hp 2-seater, red, fantastic car, £213 just spent reconditioning; £225.

G. TA 10hp 2-seater, black 1937, £225; M.G. J2 8hp 2-seater, cream, 1935, £165.

G. K3 super sports 2-seater, red, blown or unblown, twin brakes, new tyres and hood; £225.

BUCKLER MK V 1.172cc 2-seater, blue, 1952, £235; Alvis Speed 20 V.D.P. tourer, grey, £145.

MORGAN 4/4 2-seater, coupe, pale blue, excellent throughout, 1947; £225.

LVIS 4.5-litre special sports racing car, C type performance for £365.

R.G. 1,100 sports 2-seater, recellulosed green, first-class, 1948; £385.

G. TD 2-seater, sparkling, Ivory/red leather, many extras, reg. 1953; £445.

LOTUS Mark VI tuned 100E Ford, fully road equipped, 3,000 miles, 1956; £545.

JAGUAR XK120, pale grey, all C type mods., especially fast, 1951; £555.

MORGAN Plus 4, TR2 engine 2-seater, B.R.G., low mileage, 1955; £595.

M.G. TP 1500, attractive in heather grey/green leather, 1955; £595.

ZEPHYR convertible, full R. Mays conversion, overdrive, radio, heater, etc., blue, 1954; £665.

TR2, unblemished, in black, overdrive, 1955; £745.

RILEY Pathfinder sports saloon, maroon, one owner, low mileage, cost £1,400, April, 1955, just decarbonized; £585.

G. RAHAM & WARNER will be pleased to give particulars of any of the above; deferred terms, insurance and part exchanges a pleasure; highest cash prices for sports and competition cars.

THE CHECKERED FLAG (Sports Car Specialists), Ltd., 669, Fulham Rd., S.W.6. Renown 6105. (C1124)

ROSE & YOUNG, Ltd., offer: Cooper-Climax, Stage II engine, very successful car, taxed, purchase tax paid, very fast; bargain at £865—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. (C3057)

D type Jaguar, the last of the Ecurie Ecosse 1956 team car, a valuable for sale with numerous spare parts, the whole car has been completely overhauled by Willie and is ready to race, full history and h.p. terms available.—Apply David Murray, Merchiston Mews, Edinburgh, 10. (B335)

SPORTS CARS

PERFORMANCE CARS, Ltd.

THE greatest collection of guaranteed sports cars ever shown under one roof.

WITH a sprinkling of good popular cars so difficult to find nowadays.

OFFICIAL M.G., Morris, Riley, Singer and Wolseley agents, distributors for Renault.

OVER 150 new and guaranteed cars; terms, contract hire, exchanges, guaranteed repurchase.

COMBINING easy cash from Piccadilly with "no speed limit" demonstration right here.

OUR workshops cater for overhauls, modifications, coachwork renovations, upholstery, hoods, screens.

ALLARD 81P saloon, black, 1950, £295; Allard 61L tourer, red, 1948, £265.

ALLARD 81M d/h coupe, grey, 1948, £265; Allard 71K 2-seater, red, 1948, £265.

LVIS TA-14 saloon, grey, 1947, £355; Alvis 4.5-litre saloon, black, 1935, £195.

LVIS Silver Crest saloon, 1937, £145; Alfa-Romeo 1750 coupe, 1932, £215.

ASTON Martin 11.9 International, 1932, £295; Aston Martin 11.9 International, 1932, £325.

STON Martin 2-litre saloon, 1937, £245; Austin Sheerline saloon, heater, 1949, £355.

AUSTIN-HEALEY 9,000 miles, extras, 1955, £765; Austin Nippy (1910 built), 1933, £175.

BENTLEY 4½-litre tourer, specimen, 1927, £345; Bentley Speed 6 saloon, black/Ivory, 1929, £295.

BENTLEY 3-litre d/h coupe, green, 1925, £195; Bristol 400 saloon, black, 1948, £675.

BRISTOL 400 saloon, grey, 1951, £975; Citroen Light 15 saloon, 1949, £295.

COOPER M.G. 1500cc 2-seater, red, 1951, £395; C.E.M. 1100cc 2-seater, red, 1954, £395.

DELLOW 172 2-seater, red, 1952, £355; Delahaye 27hp saloon, black, 1938, £225.

FRAZER Nash Le Mans, 1952, £995; Ford Customs convertible, red, 1951, £495.

SALEY Silverstone 2-seater, red, 1950, £455; H.R.G. 1500 2-seater, green, 1949, £445.

JAGUAR XK120C 1953, Weber carburettor, Westlake head, chassis 49, 1953, £1,395.

JAGUAR XK120 roadster, black, 1951, £495; Jaguar XK120 roadster, green, 1951, £525.

JAGUAR 2.4 saloon, black, 1956, £1,265; Jaguar Mark V saloon, black, 1956, £1,265.

JAGUAR 3½-litre d/h foursome, black, 1939, £145; Jaguar 1½-litre d/h coupe, grey, 1938, £175.

JAGUAR SS100 2½-litre, white, 1937, £245; Jaguar SS100 2½-litre, white, 1937, £245.

JOWETT Jupiter 2-seater, green, 1953, £525; Lagonda V12 d/h foursome, red, 1939, £495.

MORRIS Minor 1951, £365; Mercedes-Benz 500K cabriolet, 1936, £295.

Peugeot 205 light, i.h.d., 1950, £325; G. A. white, black hood, new, 1951; M.G. A. red, low mileage, 1956, £895.

G. V type tourer, maroon, 1949, £345; M.G. 1100cc ex-Jacobs, green, 1951, £455.

G. TD, full tonneau, 1953, £475; M.G. TD, radio, heater, 1951, £415.

G. TD, stage II tuned, 1950, £415; M.G. TC, specimen, Ivory 1949, £245.

G. TC, tonneau, 1947, £345; M.G. TC, many extras, 1947, £295.

G. TA, heater, black, 1937, £245; M.G. TA, tonneau, black, 1937, £225.

G. PB 2-seater, red, 1935, £185; M.G. PB 2-seater, green, 1936, £245.

G. PB 4-seater, red, 1935, £165; M.G. PA, 1935, £135; PA Airline, 1934, £155; Magna tourer, 1934, £395.

M. G. M-type, 2 from £55; M.G. VA tourer, cream, 1940, £235.

M. G. VA d/h coupe, black, 1939, £255; M.G. VA d/h coupe, black, 1938, £235.

RENAULT Dauphine saloon, maroon, new, £769; Riley Pathfinder saloon, overdrive, new, £1,475.

Riley Lynx tourer, black, 1936, £215; Riley Victor saloon, black, 1938, £245.

ROLLS-ROYCE PH 11 limousine, 1932, £225; Rolls-Royce 20/25 limousine, 1933, £145.

ROLLS-ROYCE 20/25 limousine, 1933, £145; Rolls-Royce 20 saloon, 1929, £125.

SINGER 9 roadster, black, 1939, £195; Singer 9 sports saloon, 1939, £295.

SUNBEAM Alpine coupe, s/c, 1954, £795; Sunbeam Alpine coupe, red, 1954, £765.

TRIUMPH TR3, white, extras, 1956, £765; Triumph TR2, every extra, 1955, £755.

TRIUMPH TR2, extra green, 1955, £745; Triumph TR2 one owner, red, 1955, £725.

TRIUMPH TR2, one owner, red, 1955, £745; Triumph TR2, one owner, extras, 1954, £655.

OUR worry is to maintain our selection; please offer us your car.

PERFORMANCE CARS, Ltd., Great West Rd., Brentford, Middx. Ealing 8841 (4 lines). (C3041)

Sports Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

SLOCUMBE, Ltd.

WE are interested in the purchase of all types of sports cars and drop head coupes in first-class condition only.—38/52, Dudden Hill Lane, N.W.10. Willesden 4869.

J. BARTLETT will pay more for all types of good sports cars. (W1013)

MERCURY MOTORS wish to purchase good used M.G.s and Morgans of most types.

MERCURY MOTORS, Universal House, 825-2, Harrow Rd., Wembley, Middlesex. Wembley 6059-9.

XXX Top price paid for good sports cars.—H. P. Edwards 194, Great Titchfield St., London, W.1. Langham 0012. (W2003)

SPORTS cars of all makes urgently required; we will not offer to sell you but will pay best prices on the spot.—Cresscra, Ltd., 156, High Rd., E. Finchley, London N.2. Tudor 9272. (5922)

Sports Car Spares and Service

TUNING, repairs, unobtainable spares made.—Automenders, Ltd., Ferry Rd., Barnes S.W.15. Riverside 8291. (0753/R)

STANDARD 8

HARRY DAVIES CAR SALES, offer:—

1955 Standard 8 de luxe saloon, low mileage, exceptional condition; £255; terms, part exchanges.—128/132, Manor Park Rd., Harlesden, N.W.10. Egar 2707.

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1955 Standard Family 8 saloon, choice of 2, grey or black, both cars fitted with heater and fog lamp, in excellent condition; £425.

BERKELEY Square, London, W.1. Grosvenor 4343. (B676)

1946 Standard 8 saloon for sale, black; £165.—Box 5075. (B264)

1956 Standard 8 de luxe saloon, grey/red leather, heater, works mileage, taxed; £565.

1955 Standard 8 de luxe saloon, green/red interior, heater, one owner, extra extras, 14,000 miles, very clean; £465.

1953 (Oct.) Standard 8 saloon, grey, new tyres, a very clean and economical car for £380; above all 3 months' guarantee.—Trinity Cars, Ltd., 34, North Side Wandsworth Common, S.W.18. Van dyke 1166. (C4054)

1956 Standard Family 8; £475.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. (C1077)

1955 (September) Standard 8 super, black/brown, 20,000, heater; £450.—Salmons Garages, Ltd., Temple Bar 3338. (C4029)

1947 Standard 8, new engine and brakes, maintained in first-class condition throughout; £220 private.—Wim. 1420 evening. (C4029)

1943 Standard 8 saloon, 1955 model in grey, beautifully kept little car, one careful owner only.

CADEN MOTORS, Leighton Buzzard 2941. Write for catalogue. Showrooms open until 8 p.m. (C1035)

1955 Standard 8hp saloon, grey, red interior, heater and other extras, 19,000 miles, one owner; £435.—Robbins, East Putney. Tel. 7881. (C3010)

1954 Standard 8 saloon, a really good example; £375.—Garage 100, Ltd., 101, Finchley Rd., Golders Green, N.W.11. Speedwell 4411. (C2019)

1955 Standard 8 saloon de luxe, black, red interior, 15,000 miles; £465.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Wuxlow 4407. (C2057)

1954 Standard 8 saloon, heater, low mileage, £385; terms and exchanges.—Harrison, Four Seasons Garage, 601-609, Kings Rd., S.W.6. Renown 4492. (C3059)

1956 Standard Super 8 saloon, blue, 10,000 miles, £525.—Eustace Watkins, Ltd., 12, Berkeley St., W.1 (Mayfair 5951). 399, London Rd., Croydon (Thornton Heath 4283). (C4046)

1954 Standard 8 saloon, with heater and extras, 9,000 miles, grey, one owner; £390.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon. (C1076)

1946 Standard 8 2-door saloon, black, brown leather, recon. engine, clutch, rear axle, very clean throughout, guaranteed; choice of 3 from £205.—King's Motors, 1, High St., Hounslow, Tel. 3532. (C2049/1)

1954 Standard 8 4-door saloon, black, heater, windscreen wiper, wing mirrors, taxed to December, one careful owner, low mileage, guaranteed; £425.—King's Motors, 1, High St., Hounslow, Tel. 3532. (C3049)

1948 Standard 5 drop head foursome coupe, low mileage, original, throughout and a little specimen, very economical; £235; terms and exchanges.—Rays Automobiles, Ltd., 127, Parkway, N.W.1 (near Piccadilly, Camden Town Station). Euston 4700 and 8894. (C3059)

Standard 8 Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

STANDARD 10

CAR MART, Ltd.

1948 Standard 10hp saloon, heater, registered July 1955.

CAR MART, Ltd., 16, Uxbridge Rd., W.3. Faling 6600. (C1059)

SLOCUMBE, Ltd.

1955 Standard 10, green, wing mirrors, one owner; £475. Guarantee. Part exchange cash or motor cycles. H.P. terms.—Dudden Hill Lane, N.W.10. Willesden 4869. (C4017)

H. A. SAUNDERS, Ltd., offer:—

1955 Standard 10 de luxe saloon, green, red upholstery; £485.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Hauxley, N.12. Hillside 5273 (8 lines). (C4052)

WARWICK WRIGHT, Ltd., offer:—

1955 (November) Standard Super 10 saloon, black, blue upholstery, heater, 4,000 miles; £565; another in grey, similar mileage.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761; Lords Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491. (C4045)

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1956 Standard Family 10 saloon, beige, brown vinyls, heater, low mileage; £515.

1956 Standard 10 saloon, grey, red vinyls, in showroom condition; £625.

BERKELEY Square, London, W.1. Grosvenor 4343. (B675)

1956 (June) Standard 10 family, black/red, as new, 7,100 miles; £525.

1956 (May) Standard 10 family, beige/red, as new, 4,730 miles; £535.—Salmons Garages, Ltd., Temple Bar 3338. (C4029)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

1937 Standard 10 4 door; £115.—353, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 10

1955 Standard 10 Estate; £595.—I. P. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. [C1077]

1955 Standard 10 saloon, grey, genuine mileage 9,000, as new throughout; £495.—Hale Motors Ltd., Tot. 7771 (4 lines). [C2077]

1955 Standard 10, perfect throughout; £475.—G. P. Morley, 78, Cambridge Rd., Kingston-on-Thames, Kingston 885. [C3016]

1956 Series Standard Super 10, black, 8,000 miles, extras; £535.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067]

G & M ALFRED'S (1936), Ltd.—1955 Standard 10, heater, low mileage, superb—£377.—Warren St. W.I. Euston 3368. [C1005]

1956 (May) Standard Super 10, grey, radio immaculate condition; £595.—Harvey Hudson, Ltd., High Rd., South Woodford, E.18. Wan. 0058. [C2039]

STANDARD 10, Oct., 1954, flashers, 17,900 miles, heater, many extras, excellent condition; £450; evenings, week-ends.—76, Willis Crescent, Park Avenue, Hounslow. [C3000]

1955 (Jan.) Standard 10 de luxe saloon, heater, rear opening low mileage, guaranteed; £455.—Palmer, 3, Russell Garden Mews, Kensington, W.14. Park 5294 & 5068. [C3004]

£425 Standard 10 1954, particularly fine condition, many extras; choice 2; many others. We welcome A.A. or R.A.C. exams; hire purchase, exchange; existing h.p. accounts settled. [C2039]

BENNETT & CO., Ltd., 111 (50 yds. from Holland Park Tube). Park 5066-7 and Park 2971. [C1017]

1956 model Super 10 in black with red upholstery, and fitted heater, screenless and Ace rim-bellishers; a low-mileage demonstrator car with condition as new, £545.—K. J. Motors, Ltd., Bromley, Rav. 3656. [C2039]

475 gns.—Standard 10 late 1955 saloon, blue, leather, heater, one owner, small mileage, spare unused, choice of 2 terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead Tube, Hampstead 6041. [C4018]

Standard 10 Cars Wanted

R ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Standard 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

1954-1955 Standard 10 wanted urgently.—Gardner & Co. (London), Ltd., Hendon 3359. [W2074]

A LMOIST new Standard 10 required immediately.—A Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R]

STANDARD 12

1947 Standard 12 saloon, one owner, reconditioned engine, outstanding condition; £255.—SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7770. [C2016]

AZ MOTORS offer spotless 1947 12 saloon, engine reconditioned, brakes relined; real bargain; £265.—Palmerston Rd., N.W.6. Mai. 4723. [C1011]

STANDARD 14

METROPOLITAN MOTORS. HILLMAN, Humber, Sunbeam, Commer.

H 1948 Standard 14, black, taxed; £205.—Metropolitan Motors, Horn Lane, Acton, W.3. Acton 5064. [C3080]

£100.—1958 Standard 14, engine and brakes recently overhauled, a sound, reliable car.—43, Acre Rd., Kingston. Kin. 5784. [C2621]

STANDARD VANGUARD

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—

1953 Standard Vanguard saloon, Phase II model, green/black colour combination, many extras including radio, heater, seat covers, windscreen washers, twin fog lamps, etc., very well kept and in excellent condition; £465; our hire purchase terms now 5% for 12 months. [C3042]

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

D 1951 (October) Vanguard saloon, carefully used; £250. [C2016]

DICKS CAR SALES, Ltd., Exeter Rd., Kilburn, N.W.6. Clidstone 5304. [C1073]

A1 1951 Standard Vanguard saloon, grey, interior to match, heater, radio, taxed year, completely sound throughout; £395 secure. [C4025]

W J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

NEWNAMS, Ltd. 1956 (April) Standard Vanguard saloon, radio, heater, leather, 6,000 miles; £795. [C3024]

NEWNAMS House, 235-245, Hammersmith Rd., London, W.6. Riverside 4646 (9 lines). [C3024]

G S. HALL offer—

£775!!!—Vanguard Phase II saloon, duo-tone, blue/beige, only 4,000 miles, completely unmarked, trade inquiries invited.—302, King St., Hammersmith, W.6. Riverside 2261. [C2100]

E LAM AUTOSALES (MORDEN) offer:—

1952 (Sept.) Standard Vanguard, silver grey, leather interior, low mileage, one owner, a really superb car in mint condition; £385.—28-30, Abchurch Rd., Morden, Mitcham 7122. [C2087]

B BROADWAY MOTORS, HOUNSLOW, offer:—

£799!!!—1956 Phase III Vanguard, duo-tone, blue/beige, red interior, only 3,000 miles, absolutely as new, trade inquiries invited.—Hounslow House (2 mins. Hounslow East Tube), Middx. Hou. 0175/3509. [C1113]

1949 excellent order throughout; £260. [C1113]

DOUGLAS CAR SALES, Eleanor Cross Rd., Waltham Cross, Tel. Waltham Cross 4124/4623. [C1075]

1953 (September) Vanguard Phase II saloon, stone grey and blue, red interior, heater, one owner; £495.—Robbins, East Putney, Tel. 7881. [C3010]

STANDARD VANGUARD

B BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1955 (June) Vanguard estate car, black brown leather, radio, heater, in showroom condition; £620. [C2016]

1955 (August) Vanguard saloon, black, red leather, heater, in excellent condition; £585. [C2016]

B BERKELEY Square, London, W.1. Grosvenor 4343. [C2016]

1956 Phase III Vanguard saloon, duo colours, red interior, works mileage; £675. [C1055]

R W.2. Bayswater 0085. [C1055]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

1953 Standard Vanguard, heater; £375. [C4015]

1951 Standard Vanguard, l.h.d., fitted heater; £275.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1952 Standard Vanguard, in very good condition throughout; £239. [C4016]

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7770. [C4016]

£555!!!—1955 Standard Vanguard de luxe saloon, small mileage, one owner, choice 2. [C4016]

LAMBS OF WOOD GREEN (Established 1897): 100 guaranteed cars, exchanges, hire purchase.—421-423 High Rd., Finchley, Finchley 6222. [C2052]

1952 Vanguard saloon, heater, radio, overdrive, leather, 28,000 miles; £395.—Oxted 3250. [C6309]

1956 model Vanguard Phase III, radio, heater, overdrive, immaculate, cost new £1,080, bargain £625. [C4016]

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676. [C4016]

595 gns.—Standard Vanguard 1955 Phase II saloon, overdrive, heater, one owner, exceptional; terms, exchanges.—Rowland Smith, below. [C4018]

325 gns.—Standard Vanguard 1951 saloon, leather, heater, excellent condition; choice of 3 Vanguards; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

£295!!!—Standard Vanguard saloon, 1949, finished in green, fitted excellent radio, outstanding value for money. [C2024]

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035]

£489 1953 Vanguard Estate car, radio, heater, overdrive, one owner, an immaculate car.—G.P. (Balham), Ltd., 2c, Balham Hill, Balham, S.W.12 (100 yards, Clapham South Tube). Bat. 1107. [C2024]

BARGAIN price!!! Hatton, Birmingham offers: April, 1956, Phase III, grey, 6,000 miles with overdrive (cost £50 extra); radio (cost £40 extra), leather upholstery (cost £15 extra). Tel. Birmingham Midland 2437. Hatton Motors, Ltd., 71, Broad St., Birmingham. [C2097]

1952 (November) Standard Vanguard estate car, in dark green with fawn upholstery, originally supplied by us at a cost of £1,080 has had only one owner, a luxurious saloon that can be quickly converted into a spacious goods carrier, very well maintained; selling at the attractive price of £475.—Hillwood Motors, Mill Hill (London) 4232. [C2108]

Standard Vanguard Cars Wanted R ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

A LMOIST new Vanguard required immediately.—A Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R]

Standard Miscellaneous Cars Wanted

R ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

XXX Top price paid for good Standard.—R. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [C1018/R]

MARSTON MOTOR CO., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham N.15. [C1018/R]

Standard Spares and Service

LARGE stockists for Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds 2. Tel. 34151 (5 lines). [C3010/R]

MARGATE, Kent, stocks spares and spares for 20 models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 2005. [C2050/R]

STANDARD spares for all models; largest provincial stockists.—Hollingsdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 322). [C3059/R]

STANDARD spares, all models from 1935 (replacement units from 1938); complete overhauls, body repairs, reconditioning.—Putlocks, Ltd. (S.W. Surrey distributors), Alexandra Terrace, Guildford 5391. [C2053/R]

LANKESTER ENG. CO., Ltd. (distributors in Surrey & since 1911).—Full range of spares; phone, write or call; orders despatched immediately.—39-45, Eden St., Kingston Kin. 3151-6. [C3086/R]

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares, for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guaranteed 3 months; Gilring and Bendix stockists.—314, Regent Park Rd., Church End, Finchley, Finchley 5828-9. [C3002/R]

STUDEBAKER

L. MANDUCCO, Ltd., offer:—

1950 Studebaker Champion, radio, heater; £360.—56 Lancaster Mews, London, W.2. Paddington 9196. [C3382]

1952 Studebaker Champion, perfect throughout; £595. [C3382]

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7770. [C4016]

JACK ROSE, Ltd., offer 1955 model Studebaker Commander (Farina) V.8 fouroume coupe in green and beige, automatic drive, power steering, radio and heater, almost unmarked, accept £1,450.—Staford Rd., Wallington, Surrey. Wallington 6677, Burgh Heath 2376. [C3056]

STUDEBAKER Commander electric convertible, registered June 1950, a magnificent specimen, right-hand drive, fitted new engine, clutch, etc., July 1956, at a cost of £305; beautifully appointed with leather upholstery, heater, fog and spot lamps, overdrive, speed, 28 mpg, bargain at £250.—Staford Rd., Wallington, Surrey. Wallington 6677, Burgh Heath 2376. [C3056]

STUDEBAKER Commander electric convertible, registered June 1950, a magnificent specimen, right-hand drive, fitted new engine, clutch, etc., July 1956, at a cost of £305; beautifully appointed with leather upholstery, heater, fog and spot lamps, overdrive, speed, 28 mpg, bargain at £250.—Staford Rd., Wallington, Surrey. Wallington 6677, Burgh Heath 2376. [C3056]

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STUDEBAKER Commander electric convertible, registered June 1950, a magnificent specimen, right-hand drive, fitted new engine, clutch, etc., July 1956, at a cost of £305; beautifully appointed with leather upholstery, heater, fog and spot lamps, overdrive, speed, 28 mpg, bargain at £250.—Staford Rd., Wallington, Surrey. Wallington 6677, Burgh Heath 2376. [C3056]

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Studebaker buyers; outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8691, 3505. [W4015]

Studebaker Spares and Service

AUTOMATIC transmission repairs and service, exchange engines and overdrive gear boxes on all Champion models (post-war vehicles only).—Alliance Auto Co., 50, Parsons Mead, Croydon. Cro. 1868. [C1073/R]

SUNBEAM

R ROOTES HAVE available a range of Sunbeam cars of very low mileage. [C1073/R]

H DEVONSHIRE House, Piccadilly, W.1. Grosvenor 3401. [C1011/R]

JACK ROSE, Ltd., offer:—

1955 Model Sunbeam Mark III convertible in blue, heater and extras, immaculate throughout, any examination; accept £825.—Staford Rd., Wallington, Surrey. Wallington 6677, and High St., Bursled, Burgh Heath 2376. [C3058]

TOM GARNER, Ltd., offer:—

1955 Sunbeam Mk. III convertible, alpine mist, htr. radio, many extras, nominal mileage; £885. [C2020]

1954 Sunbeam-Talbot 90 Mk. IIA sin., ivory, htr., nominal mileage; £675. [C2020]

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2, Blackfriars 9265-6-7. [C2020]

H HEART & Co., Ltd., offer:—

1955 Sunbeam Mark III convertible coupe, fitted radio; loose seat covers, and many other extras; in a most beautiful low mileage car which we can thoroughly recommend; £925.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1061]

CHARLES POLLETT, Ltd., offer:—

1955 Sunbeam 90 Mk. III convertible, overdrive, alpine mist, red upholstery, radio, heater, speedo reading 11,000 miles, 3 months guarantee; £925. [C2010]

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266. [C2010]

SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.3. Cunninghamham 5936. [C2010]

WARWICK WRIGHT Ltd., offer:—

1956 Sunbeam Rapier saloon, grey and blue, blue, grey upholstery, heater, 9,000 miles; £935; another in red and grey, similar mileage. [C4045]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761; Lords Court, St. John's Wood Rd., London, N.W.8. Cunninghamham 4491. [C4045]

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481-2-3 offer:—

1955 Sunbeam-Talbot Mark III, black, overdrive, one owner, low mileage, exceptional condition; £950. [C2001]

1955 Sunbeam Mark III, immaculate throughout, radio, heater and badge bar; £875.—251, Dentons Green Lane, St. Helens, Lancs. [C2001]

7800 miles!—1955 Sunbeam convertible, gun grey, red leather, an absolutely immaculate one-owner car, taxed; £925. [C2001]

R HEAD (SALISBURY), Ltd., 42, Queen St., Maldenhead 3431-2. [C3011]

1955 90, 8,000 miles, overdrive, heater, covers, one owner, as new; £925.—Tolworth Motors, Ltd., Kingston By-Pass, Twickenham 2254. [C4061]

1955 Mk. III saloon, overdrive, radio, heater, underseal, every conceivable extra, superbly kept; £885; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgrave 3711. [C3045]

1955 Sunbeam 2 1/2-litre Mk. III convertible coupe, metallic blue/grey hide, new set of Regency covers fitted, overdrive, etc.; £575.—Central Newbury Car Auctions, Ltd., Newbury. Tel. 200. [C3045]

1955 Sunbeam Mark III, electric overdrive, this quality car has been well cared for by one owner, and compares with new, very low mileage; £925. [C3045]

West Street Motors (East Grinstead), Ltd., London Rd., East Grinstead, Tel. 3541 (10 lines). [C3045]

SUNBEAM Mark III, May, 1955, birch grey, fitted overdrive, H.M.V. radio, heater, twin spotlights, badge bar, screen sprays, overriders, wing mirrors, etc., small mileage, unmarked and as new, one elderly owner; £840 o.n.o.; terms privately.—Birmingham South 3018. [C2683]

1955 (May) Sunbeam Mark III saloon, island whitewall tyres, twin fog lamps, mileage 10,000 only, genuine, one private owner, we supplied, and have maintained this car from new, therefore can vouch for same; a rare opportunity; £950; 3 months' guarantee, part exchange considered. [C3020]

McKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington Surrey. Established 1906. Tel. Wallington 5404. [C3020]

A LMOIST new Sunbeam required immediately.—A Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R]

SUNBEAM ALPINE

WARWICK WRIGHT, Ltd., offer:—

1955 Sunbeam Alpine overdrive radio, heater, alpine mist, red upholstery, radio, 12,000 miles; £925. [C3058]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761; Lords Court, St. John's Wood Rd., London, N.W.8. Cunninghamham 4491. [C4045]

1954 model (December, 1953), blue, heater, rear counter, rimbellishers, hard top, twin spot lamps and mirrors; £725. [C4043]

L. J. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath, Tel. 3646. [C4043]

£699!!!—1954 Alpine sports roadster, immaculate, Coronation red cellulose, one owner, 19,000 miles, fitted heater, overriders, wheel trims, virtually in as new condition, one of the finest we have ever had. [C2052]

L. J. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath, Tel. 3646. [C4043]

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L. J. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath, Tel. 3646. [C4043]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM ALPINE
SUNBEAM Alpine offered by private owner, first registered September 1953, 29,000, radio, heater, screen washers, etc. Heartwell tuned to stage 30, perfect order: £685, no offer, no dealers.—Box 5093 (6145)

£750—Sunbeam Alpine, mist blue and red leather, black hood, first registered by its one and only fastidious owner August, 1954, every extra fitted including radio, heater, screenwashers, Ace rimble-lashers, overriders, wing mirrors, fog lamp, tonneau cover, etc., a really excellent example, taxed year.

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. (C3011/1)

SUNBEAM-TALBOT
L. MANDUCCO, Ltd., offer:
SUNBEAM-TALBOT 90 saloon, Mark IIA, royal blue with beige interior, heater: £525—56, Lancaster Mess, London, W.2. Fiddington 9196. (6567)
MILHALL SERVICE, Ltd., offer:

1954 (July) Sunbeam-Talbot Mark IIA saloon, black hood, fitted heater and radio, immaculate: £665; also
1952 Sunbeam-Talbot 90 saloon, black/red, unmarked: £475; part exchanges, deferred terms.
MILHALL SERVICE, 55, South Edwards Square (nr. Kensington High St.), W.8. Western 4551. (C3094)

RICHARDS & CARR, Ltd., are always best value.

1952 Mark II 90 saloon, two owners, heater, etc., history known, excellent: £485.
1949 90 saloon, radio, heater, extensively overhauled recently, superb: £430—35, Kinnerston St., E.W.1. Belsize 3711. (C3045)
£525 1952 Sunbeam-Talbot 90 convertible, beautiful condition throughout, choice 3.
£495 1952 Sunbeam-Talbot 90 saloon de luxe, spotless grey cellulose, outstanding.
£495 1952 Sunbeam-Talbot 90 saloon or convertible available, both outstanding condition throughout.

LAMBS OF WOOD GREEN (Established 1897), 100 L. guaranteed cars: exchanges, hire purchase—421-423 High Rd., Finchley, Finchley 6222. (C2052)
JACK ROSE, Ltd., offer: 1952 Sunbeam-Talbot saloon, in blue, one owner: £475—Stafford Rd., Wallington, Surrey, Wallington 6677. (C3056)

1951 heater, taxed year, colour blue, fawn upholstery, excellent condition: £495.
R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. (C3011)
MAYFAIR GARAGES, Ltd.—1948 2-litre saloon, black, excellent condition throughout: £245—8, Balderton St., W.1. Mayfair 3104/5. (C3009)
1949-50 Sunbeam-Talbot 90 saloon, mechanically and appearance good: £365; terms: exchange motor cycle or comb.—12, Church St., Luton 4212. (6254)

1951 (late) Sunbeam-Talbot 90 saloon heater and many extras, carefully maintained, privately owned since new: £485.—Robinson, Home Farm, 90, Chalfont, Millthorpe, Bucks. (6952)
CONVERTIBLE, 1953, late Mark IIA, grey/red, heater, C one owner, first-class condition: £625.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0632/753/7154. (C1046)

1954 Sunbeam-Talbot coupe, radio, heater, pass light, blue, red interior, one owner: £635. Written guarantee; terms, exchanges.—H. F. Edwards, 26-34, Upper High St., Epsom. Tel. 5611. (C2001)

1953 Sunbeam-Talbot 90 saloon, in gunmetal grey with grey leather upholstery, originally costing over £1,300 it has a host of extras including H.M.V. radio, heater, air conditioning, spot and fog lights, windscreen washers, manual ignition control, hand throttle and badge bar, special Alpine engine modification giving greater performance; a fine vehicle for the remarkably low price of £645.—Hillwood Motors, Mill Hill (London) 4232. (C2108)

Sunbeam-Talbot Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Sunbeam-Talbot.—Hampton (Tube), N.W.3. Ham. 6041. (W4018/R)

A. L. MOSE new Sunbeam-Talbot required immediately. 76, Cambridge Rd., Kingston. Tel. 3890. (W3016/R)

XXX Top price paid for good Sunbeam-Talbot.—H. F. Edwards, 26-34, Upper High St., Epsom, Surrey. Epsom 5611. (W2001)

Talbot Spares and Service
JOHN BLAND for spares and repairs to pre-war Talbots, 27, Southfields Rd., S.W.18. Vandyke 1612.
LARGE stocks new and second-hand Talbot spares, 1939-56, including ambulance.—Clare's Motor Works, 206, Knight's Hill, London, S.E.27. Gipsy Hill 0132. (C363/R)

TRIUMPH

WM

WELBECK MOTORS offer a most interesting selection of Triumphs.

1956 (reg. Nov. '55) Triumph TR3 hard top, ivory and black, mileage 9,000; £960.

1955 (reg. Nov. '54) Triumph Renown, black and silver, overdrive, mileage 20,000 approximately, one of the best in the country: £625.

1952 Triumph Renown saloon, overdrive, black, radio, mileage 20,000, a superb car: £535.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. (C4049)

A1 at Brown's.

1952 Triumph Renown, grey, interior to match, heater, radio, taxed year, in really superb condition throughout: £625 secure.

J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. (C1065)

1955 (November) TR2: £695.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. (C1077/R)

B. J. HUNTER, Ltd., offer:—

1948 Triumph 1800 coupe, recent reconditioned engine, above average: £395.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C3406)

TRIUMPH
DUNCAN HAMILTON & Co., offer:—

1954 Triumph TR2, black with red interior, fitted overdrive, wire wheels, radio, heater, spot-light, long range fuel tank, extra bench seat, etc.: £645.

33 High Rd., Byfleet, Surrey. Byfleet 5101 by day and night. (C1091)

BROADWAY MOTORS, HOUNSLOW, offer:—

£395—1951 Mayflower saloon, grey, red leather, heater, wonderful, 2 owners, low mileage condition.—Hanworth Rd. Hounslow (2 mins. London East Tube) Middx. Hou. 0175/9309. (C1113)

CAR SALES (Primrose 6623), offer:—

TRIUMPH TR2, 1954, black/white: £375.

3 MONTHS guarantee; terms: list on application. Swiss Cottage, Finchley Rd., N.W.3. (C1061)

1954 Triumph TR2, 21,000 miles, as new: £585.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.2. Hampstead 8976/7779. (C4016)

1948 Triumph 1800 Roadster, choice of 2: £345.

MONTROSE MOTORS (N. H. Boswell), 91-95, Epping Rd., Buckhurst Hill, Essex. Buckhurst 1171-2. (C3088)

SIMPSON'S MOTORS (WEMBLEY), Ltd., Kingfisher Car Sales, Wembley, offer:—

1947 Triumph sports: £325—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

TR3 1956 hard top, negligible mileage, pass lamps, b.r.g./red: £695.

TR2 hard top 1955, TR3 engine, wire wheels, new Michelin 3 radials, heater, pass lamps, etc., specimen.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. (C1046)

TR2 specialists—Performance Cars, Ltd., offer:—

1952 Triumph Mayflower: £425.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. (C1077)

PRIDE & CLARKE—1954 Triumph TR2, ivory, heater, one owner: £569.—Stockwell Rd., S.W.9. Brixton 6823.

FOR Sale: 1955 Triumph TR2 with TR3 modifications, condition as new, many extras, full particulars upon application, to Box 5012. (6101)

1949 Triumph Roadster 2,000cc, black, regularly serviced, well maintained, excellent condition: £360.—Austin, Arden House, Atherstone. Tel. 2116. (C3507)

TR2 1955 (July), white, wire wheels, heater, 17,000 miles, immaculate condition: £685.—8, Avenue Rd., Brentwood, Essex. Brentwood 2693. (6302)

1955 TR3, 1954, 27,000 miles, one owner, exchange.—"Rosemullin", Tregollia Rd., Truro. Truro 2578. (6312)

£375—1951/2 Triumph Renown 2000 saloon, radio, heater, excellent condition; terms.—Autos, 5, Balham High Rd., Balham 1509. (C1009)

1954 Triumph TR2, white, new Michelin X tyres, new hood, excellent condition: £595.—Roadster Autos, 155, Stafford Rd., Croydon. Tel. Croydon 9962. (6377)

1955 TR2, b.r.s., leather, heater, tonneau cover, adjustable steering column, new tubeless

tyres, taxed: £695; h.p. exchanges.—Jones Garage, Syston, Leics. (6156)

1955 Triumph TR2, 27,000 miles, one owner, black with red interior, 4 new tyres, a thrill to drive: £650.—Luxcars (Covley), Ltd., 217, Cowley Rd., Oxford. Tel. 3143 (Ext. 4). (C3840)

SCHIE SIMONS & Co., Ltd.—1953 Triumph Renown, colour black, fawn leather upholstery, fitted heater, nominal mileage, one owner only, immaculate: £485—35, Gt. Portland St., W.1. Lan. 1345. (C4013)

295 gns.—Triumph 1950 1948 razor-edge saloon, leather, very good condition. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

£398—Triumph 2000 razor-edge 1950-51, magnificent condition, host extras, 100% tyres, must be seen; choice 3, many others: we welcome A.A. or R.A.C. exams; hire purchase, exchanges, existing h.p. accounts settled.

BENMOTORS, 1, Clarendon Rd., W.11. (50 yds. Holland Park Tube.) Park 5066-7 and Park 2971. (C4017)

1951 Triumph Renown, heater, loose covers, screen washers, one owner, beautifully maintained, quality car: £425. Written guarantee; terms, exchanges.—H. H. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. (C2001)

TRIUMPH TR2 with registration no. TR2, green, wire wheels, overdrive, heater, X tyres, tonneau washers, underseal, "Al-Fin" brake drums, genuine mileage 15,500, one owner, perfect condition: £775.—Tel. Woking 4784. (6309)

TR2 and TR3, Ltd., offer 1955 Triumph TR3 sports, one week old, works mileage, fitted wire wheels, leather upholstery, heater, etc., cost new £1,200, no offered at £945—25-29, Starnhall Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulsa Hill 6464. (C3057)

TRIUMPH 2000 Roadster, 1949, a most beautiful car, virtually unblemished, red wire wheels, leather upholstery, an outstanding specimen of this deservedly successful and sought-after model, probably the nicest available anywhere: £618.—Crescay, Ltd., 156, High Rd., E. Finchley, London, N.2. Tudor 9272. (5926)

£485—Triumph Mayflower saloon, 1953, one of those very immaculate little cars who looks as though it has come straight from the maker's factory to our showrooms, bodywork completely unblemished, interior still has that brand new "bloom", a genuine small mileage car, facilities maintained and ready to give a very long term of reliable service.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. (C1035)

Triumph Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Triumph.—Hampton (Tube), N.W.3. Ham. 6041. (W4018/R)

MARSTON MOTORS Co., Ltd., for your Triumph—101, Sta. 8000—Seven Sisters Rd., Tottenham, N.15. (0182/R)

ALMOST new Triumph cars wanted immediately.—Morley 76 Cambridge Rd. Kingston, Kingston 7616/R

XXX Top price paid for good Triumph.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. (W2003)

Triumph Spares and Service
TRIUMPH distributors for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-8. (0918/R)

BASIL ROY, Ltd. Triumph spares stockists, pre-war models, 161, Great Portland St., London, W.1. Lan. 7733. (0143/R)

TRIUMPH specialists, full stocks of spares for pre-war models and first-class service facilities.—Newnham, Hammersmith Broadway, W.3. Riv. 4646.

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingshead Automobile Co., Ltd., Stockport (Tel. 4464) and Prince's Drive, Colwyn Bay (Tel. 3322). (0355/R)

UTILITY CARS

PEDIGREE CARS offer:—

1955 Morris Oxford, as new: £645.

1954 Morris Oxford, titled owner: £445.

1955 Standard Vanguard, 4-door: £625.

340 2, Euston Rd., N.W.1. Euston 7889. (C3093)

RUSSELL MOTORS offer:—

1955 Morris Oxford Traveller, 18,000 miles, one owner, Clarendon grey and red: £650.

1955 Morris Minor Traveller, 15,000 miles only, one owner, heater, Clarendon grey and red: £575.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane Sq., S.W.1. Sloane 3288. (C3086)

HENLYS offer with 4 months' guarantee:—

1954 Bedford Dormobile, roof rack, cream and green with tan interior: £525.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. (6351)

BROADWAY MOTORS, HOUNSLOW, offer:—

1957 Bedford utility, duo-tone grey, new and unregistered, no purchase tax: £625.—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/9306. (C1113)

1956 Ford Squire estate car: £575.—Anthony Crook, High St., Esher 4580. (C1063)

1956 Bedford Utilbrake, delivery mileage, beige and green upholstery: £555.

1955 Minor Traveller, one owner, low mileage: £555.

1953 A70 Countryman shooting brake, one owner, low mileage: £535.

1955 A40 Countryman, low mileage: £510.

1955 A30 Countryman: £485.

1954 Morris Oxford Travellers, beige, red upholstery: £485.

1954 Hillman Estate, immaculate; choice of 2 from £475.

1955 Hillman Husky, green: £455.

1955 Commer Utility, 2-tone colour: £445.

1955 A70 shooting brake: £415.

1951 Vanguard Estate, one owner; choice of 2 from £395.

MANY other small vans and shooting brakes from £299—9 a.m.—7 p.m. Monday to Saturday; 10 a.m.—2 p.m. Sunday.

THE Utility Specialists, Putney 2376, 221, Upper Richmond Rd., S.W.15. (0971)

1954 Austin 1100 saloon, minor alterations, very good body and interior, fitted heater: £550.

1951 Austin A70 shooting brake, a really wonderful four coachbuilt body, reclining front seats, folding rear seat, leather upholstery, heater, radio, screen wash: £415.

1950 Lea-Francis shooting brake, 4-door coachbuilt body, perfect condition, interior trim, excellent mechanical order.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 9 a.m. to 8 p.m. (C3036)

BUNTINGS MOTOR EXCHANGE to Utilities, all makes, Bradford specialists, list on request.—Bon-narfield Lane, Harrow. Tel. 6225-6. (0621)

BEDFORD Dormobiles by Martin Walter; a few low-mileage models in stock.—Motorsists, London, N.2, Tudor 2301-2. (C4018)

HENLYS, Ltd., of 155, Euston Rd., N.W.1 (Euston 1966) (almost opposite Euston Station), offer a comprehensive selection of used estate cars, vans and utilities, all covered by our 4 months' guarantee: £356

AZ MOTORS offer 1950 Austin A70 genuine 4-door Countryman, £295! Also 1948 Bradford utility, economical and sound vehicle, £150; also 1947 Hillman 10 utility, £125.—Palmerston Rd., N.W.6. Mal. 4273. (C1011)

145 gns.—Austin 10 1946 Pick-up utility, leather, fold-flush rear seating, tow bar, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube), Hampstead 6041. (C4018)

1947-8 Alvis 1½-litre wooden utility, recently renovated throughout, smart lines, excellent performance: £365. Terms and exchanges.—Rox Automobiles, Ltd., 127, Parkway N.W.1 (nearest tube, Camden Town Station). Euston 2700 and 2688. (C3059)

G & M ALFREDS (1936), Ltd.—1956 Austin A40 Countryman, 9,000 miles, as new: 1956 Bedford Martin Walter Utilicon, 8,000 miles only: 1956 Austin A30 estate car, as new: 1953 Ford 10; Martin Walter Utilicon, 1955; condition: 1949 Lea-Francis estate car, late property of R.H.—much above average; trade enquiries invited.—6-7, Warren St., W.1. Euston 3268. (C1005)

Utility Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Utilities.—Hampton (Tube), N.W.3. Ham. 6041. (W4018/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Utility Cars Wanted
ROY'S always good buyers of vans and utilities—
 127, Parkway, N.W.1 (nearest Tube, Camden Town
 Station), Euston 2700 and 8894. [W5059]
BEDFORD Dormobile by Martin Walter wanted—
B Motorists (London), Ltd., Great North Rd., East
 Finchley Station, N.2. Tudor 2301-2. [W3018]
ESTATE CARE, Ltd., the utility specialists, urgently
 require Countryman estate cars and shooting brakes
 of all makes and sizes, good prices paid—221, Upper
 Richmond Rd., S.W.15. Putney 2276-7. [0572/R]

VAUXHALL 10
SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car
 Sales Division offers:
 Vauxhall 10, £295—355, High Rd., Wembley.
 Midx. Tel. Wembley 4422. [C4015]

VAUXHALL 12
 12 saloon bargain: £2501—A.Z. Motors, Pal-
 merston Rd., N.W.6. Mal. 4723. [C1011]

VAUXHALL 14
 Vauxhall 14 J-type saloon, blue, excellent
 runner: £185; exchanges, terms.—Bray
 Motors, 180-184, West End Lane, N.W.6. Hampstead
 6490. [C1024]

VAUXHALL 14 J-type saloon, black with brown
 1947 leather, heater, moderate mileage, taxed:
 £240—227, Upper Richmond Rd., Putney, S.W.15.
 Putney 2770. [C1050]

VAUXHALL J type, 14hp, black, brown
 1947 leather, heater, moderate mileage, taxed:
 £240—227, Upper Richmond Rd., Putney, S.W.15.
 Putney 2770. [C1050]

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VAUXHALL VELOX
 Velox, shoreline beige, only 3,770 miles, fitted
 overdrive, heater, clock, loose covers, ap-
 plance, mirrors, Underseal, cost £1,000, guaranteed as
 new: £250—Campbell Symonds, Wembley 6262. [C1037]

VAUXHALL VELOX, in ex-factory condition, un-
 finished pastel green, heater, extras, etc.,
 demonstration any time anywhere: £575—Gordon Cars
 (London), Ltd., 26, North End Rd., Golders Green,
 N.W.11. Speedwell 4701. [C620]

VAUXHALL CRESTA

W HAROLD PERRY, Ltd., 1105-1111, High Rd.,
 Whetstone, N.20. Tel. Hillside 6621, offer—

1954 December: Vauxhall Cresta, duo green colour
 combination, all the usual extras, including
 wing mirrors, heater, lighter, etc., mileage 13,400,
 one owner, excellent condition: £665. Our hire
 purchase terms are now 5% for 12 months.

W HAROLD PERRY, Ltd., 1105-1111, High Rd.,
 Whetstone, N.20. Tel. Hillside 6621. [C8043]

RUSSELL MOTORS offer—

1955 model Vauxhall Cresta, one owner, 18,000
 miles, grey and cream: £620. [C3060]

RUSSELL MOTORS (KNIGHTSBIDGE), Ltd., 47,
 Sloane St., S.W.1. Sloane 9288. [C3060]

H. A. SAUNDERS, Ltd., offer—

1955 Cresta saloon, grey/white, cream/red up-
 holstery, heater, recorded mileage 12,046: £675.

H. A. SAUNDERS, Ltd., 926-932, High Rd., North
 Finchley, N.12. Hillside 5272 (8 lines). [C4092]

GUY SALMON AUTOMOBILES offer—

ONE only 1956 new and unregistered Vauxhall Cresta
 at £260 including delivery charges, tax and number
 plates.

(series) Vauxhall Cresta, black, 11,000 miles:
 £645—Portsmouth Rd., Thames Ditton.
 Emmerbrook 5551-2-3. [C4001]

1955 Cresta saloon, black, fawn and brown
 interior, one owner, car in superb condition:
 —Robbins East Putney, Tel. 7881. [C3010]

1955 Vauxhall Cresta, £645, Wimbush & Co.,
 Ltd., Headcorn Place, Halkin St., Hyde Park
 Corner, S.W.1. Tel. Sloane 0151 (18 lines). [C148]

1955 Cresta, duo green, extras include sun visor,
 one owner in excellent condition: £675.
 Harvey Hudson, Ltd., High Rd., South Woodford, E.18.
 Wan. 0056. [C2059]

VAUXHALL MISCELLANEOUS

S SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excel-
 lent condition throughout.

SELECTION of such modern Vauxhalls at

4-6, Berkeley Sq., W.1. Grosvenor 4328.

112 and 114, Wardour St., W.1. Gerrard 4343.

"AUTORAMA" for Vauxhalls; consult us for
 genuine used car value. [0117/R]

GRAHAM BROS. (MOTORS), Ltd., The Autorama,
 799-835, Chester Rd., Stretdorf. (Trafford 3311.)
 Vauxhall Miscellaneous Cars Wanted [0285/R]

R

S ROWLAND SMITH'S, the car buyers—Highest cash
 prices for Vauxhalls—Hampstead (Tube), N.W.3.
 Ham. 6041. [W4018/S]

S SHAW & KILBURN, Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4-6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R]

ALMOST new Vauxhall required immediately—
 Morley, 76, Cambridge Rd., Kingston. Kingston
 8835. [W3219/E]

VAUXHALL cars, post-war models urgently re-
 quired—Golly's Garage, Ltd., Earls Court Rd.,
 S.W.5. Fremantle 6370. [0470/R]

XXX Top price paid for good Vauxhall—H. F.
 Edwards, 154, Great Titchfield St., London,
 W.1. Langman 0012. [W2005]

C.A.C. Vauxhall Spares and Service

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged
 at manufacturers' repair rates, complete rebuilt
 Vauxhall-Bedford electrical components, dynamos,
 starters, distributors, etc., exchanged up to 50% man-
 ufacturers' list prices; radiator exchange service and all
 other repairs to your Vauxhall or Bedford, maximum
 discounts fleet owners and trade at—

BEDFORD House, 380-388, London Rd., Croydon.
 Tel. Thornton Heath 3276 (14 lines). [0205/R]

WE specialise on gear boxes, gears (incl. DX), sus-
 pensions, shock absorbers, repairs (guaranteed):
 seat covers £3/10—Tarrant & Fraser, 10, Winchester
 Mews, N.W.3. Fri. 2647. [C4100]

VAUXHALLS—Reconditioned service units available
 from stock for DX, DY, HI, J, JCV, Velox,
 Wyvern, PCL models: gear boxes, suspension units,
 steering, gears, differentials, rear axle assys, water
 pumps, oil pumps, springs, clutch pressure plates,
 brakes, etc., etc.; enquiries invited.

TRIANON, Aerodrome Rd., London, N.W.4. Sunny-
 hill 2271-2. [0964/R]

VETERAN CARS

WELSHAM'S, Surbiton Hill Rd., Surbiton, Elmbridge
 1873, buy and sell pre-1915. [C4070]

VINTAGE CARS

1918 Calthorpe Minor 2-seater saloon, faithfully
 restored, immaculate and mechanically per-
 fect: £150—Godsmark, Westgate, Louth, Lincs. [C689]

VOLKSWAGEN

JAN., 1956, Strato, 17,000, concours condition: £600.
 357, New Brook Rd., Atherton, Lancs. [C1878]

1950 Volkswagen, condition much above average:
 £345, Terms.—Philip Foster, 106, High St.,
 Uxbridge. Tel. 4302. [C633]

VOLKSWAGEN

WM 1956 Volkswagen de luxe, black, low mileage: £655.

1956 (May) Volkswagen Microbus de luxe, with
 sun roof, mileage 4,000, built-in radio, heater,
 colour red and brown, identical to brand new, original
 cost over £1,400, £1,200; another coach, first registered
 '55, to the identical specification, but with slightly
 higher mileage at £975.

WELBECK MOTORS, Ltd., 107, Crawford St., Lon-
 don, W.1 (near Baker St. Station), Welbeck 1139.
 [C4049]

EIM AUTOMOBILES offer—

1955 Volkswagen de luxe saloon, in black, moquette
 loose covers, heater, demister, 10,000 miles,
 Marchal spot wing mirrors, clock, definitely like new:
 £599—Eim Autosales, 65, Hatfield Rd., Wilm-
 sden, S.W.19. Cherrywood 1615. [C2067]

HARRY DAVIES CAR SALES offer—

1950 regd. Volkswagen, one owner since new, fitted
 radio and many extras, exceptional body and
 engine: £295; terms, part exchanges—128-132, Manor
 Park Rd., Harlesden, N.W.10. Elgar 2707. [C1117]

WOLKSWAGEN CENTRE for all enquiries and
 demonstrations.

1956 choice of three with extras, Motor Show
 bargains: from £665.

COLBORNE GARAGE, Ltd., Ripley, Surrey, Tel.
 Ripley 2361. The original distributors. [0373/R]

EUROPEAN CARS, Ltd., Volkswagen distributors,
 Weybridge, Surrey.

1955 (July) drop head Cabriolet, black and cream,
 fitted with radio, spot lamps, low mileage:
 £850.

1955 Pick-up, low mileage, good condition: £475.

1955 Standard Microbus, 27,000 miles, excellent
 condition, one owner: £750.

129 Old Brompton Rd., S.W.1. Frs. 7722. [C265]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts.

1954 V.W. de luxe saloon, finished black, one
 owner, immaculate condition: £575. [C1001]

METAMET, official V.W. distributors, offer all spares,
 specialised V.W. service.

1956 dark green saloon de luxe, 9,600 miles, one
 owner, immaculate, £650.

1955 grey saloon, low mileage, showroom condi-
 tion: £585.

1947 standard saloon, l.h.d., one owner, excellent
 for its age: £255.

236 Woodhouse Rd., N.12. Enterprise 6366. [C654]

1954 de luxe saloon, 1,192cc engine, excellent con-
 dition, screen washer, black, fawn up-
 holstered: £580 o.n.o.—Box 5102. [C363]

1956 Series, sun roof, de luxe 5,200, Underseal,
 also 1956 April saloon, de luxe silver, 5,400.
 both as new; offers—29, Pinetree Ave., Leicester,
 66007. [C186]

1955 Volkswagen saloon de luxe, strato, two
 owners, virtually as new: £595—C.N.K.
 Motors, 353, Finchley Rd., N.W.3. Tel. Hampstead
 5712. [C1052]

V&F specialists, offer you their unique experi-
 ence obtained in 6 years of servicing and maintenance
 of Volkswagen cars.

V&F with sunshine roof, fitted Motorola radio,
 taxed till end of year, 670 miles only and barely two
 months old, absolutely as new and unmarked: £1,223.

V&F MONACO MOTORS—1954 Microbus, two
 owners, in excellent condition all round:
 £595.

V&F MONACO MOTORS—1954 de luxe sunroof
 saloon, new tubeless tyres, radio, one owner,
 taxed year, showroom condition: £560.

V&F MONACO MOTORS—1954 de luxe sunroof
 saloon, one owner, black, very good con-
 dition: £540.

V&F MONACO MOTORS—1954 de luxe saloon,
 one owner, 31,000 miles, unmarked: £530.

V&F MONACO MOTORS—1947 Standard saloon,
 one owner, black, l.h.d., well above average
 in every respect for its year: £515.

V&F MONACO MOTORS—1947 Standard saloon,
 l.h.d., good condition throughout: £265.

V&F MONACO MOTORS, official Volkswagen
 agents, 6, Astwood Mews, Courtfield Rd.,
 S.W.7 (near Gloucester Rd. Station), Fremantle 4416.
 [0642/R]

VW sports cars, new, second-hand, or you can have
 your own converted: cruise at 80mph while doing
 35mpg; only suppliers—West Essex Engineering Co.,
 Ltd., Abridge. Theydon Bois 2077. [0014/R]

1956 model Volkswagen, Motorola radio, window
 washers, metallic blue, spot lamp, parking
 lights, absolutely as new: £535; h.b. terms and part
 exchanges—Phillips Motors, 77, Chalk Farm Rd.,
 N.W.1. Primrose 5666. [C3106]

COLBORNE GARAGE, Ltd., Ripley, Surrey, Tel.
 Ripley 2361—All years and models. [0801/R]

LORFORD GARAGE requires all Volkswagens de luxe
 saloons—Ilford Lane, Ilford 3155. [C3637]

RICHARDS & CARR, Ltd., buy Volkswagens—35,
 Kinnerton St., S.W.1. Belgrave 3711. [W3045]

£600 offered low-mileage 1956 V.W.—The Caravan,
 Leigh Hygiene Laundry, Leigh, Lancs. [C1172]

1955 Volkswagen de luxe saloon wanted, particu-
 larly and sensible price please.—Edmonds,
 Bishopdown House, Salisbury. [C1680]

V&F MONACO MOTORS—The Volkswagen
 buyers, 6, Astwood Mews, Courtfield Rd.,
 S.W.7 (near Gloucester Road Station), Fremantle
 4414. [0300/R]

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MOTOR TRANSPORT JOURNAL
AND for hundreds of other commercial vehicle bargains, read "Motor Transport"—every week
Fridays 4d.

NEW & USED CARAVANS, TRAILERS, ETC.

NEW CARAVANS

L LONDON CARAVAN Co., Ltd., one of the world's largest and oldest established distributors and agents for the leading makes of National Caravan Council appointed caravans, R.A.C. approved sites at Eistree and Birchington-on-Sea.—If you cannot call, please write or 'phone for full information now to our head office at Barnet By-Pass, Eistree (1165 and 1364), or Court Mount, Canterbury Rd., Birchington-on-Sea. Thanet 41657. [0584/R]

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SURREY CARAVAN Co.—Every aspect of caravanning catered for; Parks, new and used; hire, static or self-low; large stock leading makers; display site.—Waldegrave Rd., Teddington. Popesgrove 7643. Open every day. [0941/R]

CARAVAN ACCESSORIES

CAR makers approve Witter towing brackets.—Witter, 134, Foregate St., Chester. 3. [0570/R]
TOWING brackets, over 100 designs from stock.—B. Dixon-Sole Ltd., Chester. Tel. 24054 [0576/R]

CARAVAN EQUIPMENT

WORTH caravan and trailer chassis, undergears, couplings, jacks, jockey wheels and all component parts; write for lists.—Jerry Wadsworth & Son, Ltd., Ripponden, Yorkshire. [0095/R]

CARAVAN EQUIPMENT

HOLDER GRAISELEY caravan-chassis, axles, ball couplings, jockey wheels, etc.; sound design and superior workmanship.—The Holder Chassis Co., 245, Wolverhampton Rd., Heath Town Wolverhampton. [0441/R]

CARAVAN JOURNALS

FOR the caravanner who is hard to please there is only one satisfactory magazine.—The Caravan, packed every month with news, views, hints and tips on every aspect of the modern caravan scene, 1/- all newsagents, or 7/3 six months, 15/6 a year, direct from A. Burt, Caravan Publications, Link House, Store St., London, W.C.1. [0583]

NEW CARS FOR SALE

A.G.

CLAUDE RYE, Ltd., for your 1957 A.C. Petite.—Immediate delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [5175]

JOHNSON & BROWN (A.C. distributors) offer early delivery A.C. Ace and Aceca.—268-270, High St., Bromley. Ravensbourne 8841-2. [N2073]

ACECA-BRISTOL, Ace-Bristol, etc., new or second-hand.—Distributors Swanmore Garage, Ltd., 1176, Christchurch Rd., Bournemouth. (Southbourne 43344). [N4024]

ALFA-ROMEO

S MORRIS & Company, sole London distributors, 40, Conduit St., W.1 Regent 0424, 6 lines. [0194/R]

THOMSON & TAYLOR (BROOKLANDS), Ltd., sole concessionaires United Kingdom.—Portsmouth Rd., Cottesham 2848-9. [0886/R]

ALLARD

ALLARD MOTORS, Ltd., main distributors of all models, spares and service.—51, Upper Richmond Rd., S.W.15. Van. 2335 (see also Ford). [0442/R]

ALVIS

MANCHESTER—Alvis main agents, area distributors and specialists; sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester. 19. Rus. 2874-5. [0825/R]

AMERICAN CARS

SIMPSON'S—AGENTS for all leading makes new American cars. [N2058]

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8891/7 3903. [N4001]

ARMSTRONG SIDDELEY

WELBECK MOTORS, Ltd., official retailers for the Armstrong Siddeley Motor Co.; constantly at your service. [N4049]

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [N4049]

GUY SALMON AUTOMOBILES.

SURREY'S leading Armstrong specialists.—All models in Sapphire range available for demonstration and trial at Portsmouth Rd., Thames Ditton. Tel. Emberbrook 5551-2-3. [N4001]

PASSE & JOYCE, Ltd., 27, Peter St., Manchester, 2. [N4001]

CLARKE & PIRBRIGHT for the Sapphire: 24-hour service, Guildford and Woking district.—Pirbright, Surrey. Brookwood 2201-2. [N1049]

WALTER SCOTT, Ltd.—Sapphire from stock; part exchanges and h.p.—39, College Crescent, N.W.3. (Swiss Cottage Tube). Primrose 4466. [N4006]

WILSONS AUTOMOBILES & COACHWORKS, Ltd., 34, Acre Lane, S.W.2. Brixton 4011; 1-3, Dorking Rd., Epsom 3901. for all models in the Sapphire range. [N4085/R]

ASTON MARTIN

HWM county distributors; demonstrations always available; early delivery guaranteed. [N4091]

H.W. MOTORS, Ltd., George Abecassis, Walton-on-Thames 2404-5-6. [4691]

ORGANS OF OXFORD, three counties distributors; demonstrator in stock; very early delivery ensured.—H. Organ & Sons, Ltd., Banbury Rd., Oxford. Tel. 59613-4. [N105/R]

AUSTIN

DOVE, Ltd., distributors, Croydon and district. "It's the Service that Counts."—115, Addiscombe Rd., Croydon. Tel. Addiscombe 3066. [N1076/R]

C THE CAR MART, Ltd., Austin London Distributors, invite you to inspect the full range of Austin cars that are always available at their showrooms and depots in the London area.—297, Euston Rd., N.W.1. Euston 1212. [0351/R]

G ATEHOUSE offer:—

E ARLY delivery of Austins, all models.—Gatshouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 444. [N2021]

R OWLAND SMITH'S for Austin.

P ART exchanges. Self-financed terms. 5% interest. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

J SHEPHERD & Co. (ENFIELD), Ltd., offer:—

N EW Austin A30, A40, A50 and A90 for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 45, Hertford Rd., Enfield. Howard 1631. [N4009]

S PRINGFIELD GARAGES, Ltd., of Southgate, all models available. Tel. Pal 5576 and 5577. [0272/R]

AUSTIN

DORKING MOTOR Co., Ltd., for early delivery all models.—Dorking 2236. [N1038]

MAYFAIR and West End agents; immediate delivery all models. [N2021]

RIPCO, Ltd., 16, Albemarle St., Mayfair, London. W.1. Hyde 2822-3. [N4019]

1956 Austin A30 2- and 4-door saloons, new and unregistered, special price. [N1038]

LANKESTERS (SURBITON HILL), Ltd., Surbiton Hill Rd., Surbiton. Elmbridge 0570. [6128]

1956 A105 de luxe saloon, colour grey, one only. [N1038]

LANKESTERS (SURBITON HILL), Ltd., Surbiton Hill Rd., Surbiton. Elmbridge 0570. [6127]

SMITH & HUNTER, Ltd.—Specialists: sales, service.—376, Kensington High St., W.14. Western 2114. [N4019]

AUSTIN A50 Cambridge saloon, heater, black/brown; £779/2.—Salmons Garages, Ltd., Temple Bar 3538. [N4009]

AUSTIN A40 4-door saloon grey/red, heater.—Salmons Garages, Ltd., Temple Bar 3538. [N4029/R]

LYNE, FRANK & WAGSTAFF, Ltd. Tottenham Lane, Crnch End, N.8. Mountview 4401, offer:—de luxe grey with red upholstery. [N1015]

AUSTIN A50 2-door, standard specification, green, available early delivery. [N2058]

NEW A30 2-door saloon, immediate delivery.—Robbins, East Putney. Tel. 7881. [N5010]

A50 Austin, de luxe black and red, immediate delivery; list.—Regent Lion Group, 26, Queensway, W.2. Baywater 0136. [N1015]

AUSTIN A30 2-door saloon, tweed grey.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Frenchie 3333. [N1038]

AUSTIN A30, A40, A50 saloons, immediate delivery.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [N2036]

1956 Austin A90 de luxe saloon, black, one only, new and unregistered, full guarantee, special price. [N1038]

LANKESTERS (SURBITON HILL), Ltd., Surbiton Hill Rd., Surbiton. Elmbridge 0570. [6126]

KDM & CHERRINGTON, Ltd., for Austins; terms and exchanges.—9, Albemarle St., W.1. Gros. 5581. [N2054]

AUSTIN A30 new 2-door saloon, unregistered, fully guaranteed; £525.—Davies Motors, Ltd., 273, London Rd., Staines. Tel. 4211-5. [N1080]

WILSONS AUTOMOBILES & COACHWORKS, Ltd., offer immediate delivery of A50, A40, A50 and A90 models and all light commercials; A105 available for demonstrations and early delivery.—34, Acre Lane, S.W.2. Brixton 4011. [N4085/R]

PRINCESS saloon, A105, A95, A50, A40, A35, Austin-Healey and all commercial models.—Frynn & Stevens, Ltd., the South London Austin Depot, 97, Acre Lane, S.W.2. Repairs and service to Austin exclusively. Brixton 1155. Streatham 7562. [0889/R]

MEBES & MEBES, Ltd. (Est. 1953).—Direct Austin specialists for over 20 years, offer immediate delivery all models with exceptional after-sales service facilities, part exchanges and extended payments.—The Broadway, Mill Hill, N.W.7. Mill. 2040/6642. [N3012]

Y ou may still be fortunate to secure at pre-increase price your new Austin A30 2-door or 4-door saloon, early delivery now available of A35, Cambridge and A95 Westminster saloon; details on request of yearly exchange plan and Austin rental scheme. [N4006]

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open week-days 9 a.m. to 6 p.m. [N2006]

LANKESTERS (SURBITON HILL), Ltd., Surbiton Hill Rd., Surbiton. The Austin main dealers, offer early delivery of all models, one only A90 saloon, black, pre-increase price £689/7; demonstration cars available; exchanges and deferred terms.—Tel. Elmbridge 0570. [0263/R]

AUSTIN-HEALEY

AUSTIN-HEALEY 100, the production sports car on which extras are standard equipment; also Austin-Healey 100M with "Le Mans" modifications; buy your Austin-Healey from Donald Healey Motor Co., Ltd., North Audley House, Grosvenor Square, W.1. May. 3507. [3650]

BENTLEY

CAR MART, Ltd., [N2021]

OFFICIAL retailers, offer for future delivery the 8 series Bentley saloon; demonstration cars available. [N1039/R]

CAR MART, Ltd., 220, Euston Rd., N.W.1. Euston 1212. [N4018]

G LOUCESTER House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. [N1039/R]

DAVID ROSENFELD, Ltd.

OFFICIAL Bentley and Rolls-Royce retailers.

SHOWROOMS—59-63, Peter St., Manchester. 2. Deansgate 4871. [N4009]

SERVICE Station; Cheetham Hill Rd., Manchester. 2. Tel. Bla. 2302. [0560/R]

BENTLEY

G ROSE, Ltd., Northampton. [N1038]

OFFICIAL Bentley retailer.

SHOWROOMS and Service.

MAREFAIR, Northampton Tel. 31682 [0569/R]

B.M.W.

SOLE B.M.W. concessionaires in Great Britain; orders can now be placed for the new right-hand-drive Type 502, 503 and 507 models.—Fraser Nash Cars, Isleworth, Middlesex, Hounslow 0011. [N2015]

B.M.W. ISETTA

SOLE B.M.W. Isetta concessionaires in Great Britain; all sales enquiries will receive our immediate attention; illustrated literature on request.—Fraser Nash Cars, Isleworth, Middlesex, Hounslow 0011. [N2015]

V & F MONACO MOTORS—B.M.W. Isetta main dealer; immediate delivery; demonstrations, information.—4, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Rd. Station). Fremantle 4414 [0547/R]

BOND MINICAR

RAYMOND WAY.

GREAT BRITAIN'S largest Bond Minicar distributors, immediate delivery of all models; your car, motor cycle, 3-wheeler or van welcomed in exchange; special service department staffed by Bond trained mechanics; special cheap insurance rates for Bonds.—Kilburn Bridge, N.W.6. Maida Vale 6044. Open to 8 p.m. 6 days a week. [0589/R]

ROWLAND SMITH'S for Bond Minicar

PART exchanges; terms: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

CLAUDE RYE, Ltd., for your 1957 Bond Minicar; immediate delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [5176]

PRIDE & CLARKE—All models available; exchanges welcomed, any car or motor cycle accepted as whole or part deposit, balance over 24 months, tax and insurance included in terms.—Stockwell Rd., S.W.9. Brixton 6251. [N3069]

BORGWARD

METCALFE & MUNDY, Ltd.

SOLE concessionaires for all Borgward cars.

PASSENGER cars with optional automatic drive; also Express Microbus with direct fuel injection; full range of commercial vehicles, diesel and petrol; demonstrations at any time; list of distributors on request.—280, Old Brompton Rd., S.W.5. Fre. 5471/0186-7. [N4085/R]

BROOKSIDE MOTORS (CROYDON), Ltd., 132, Brigstock Rd., Thornton Heath, Tho. 4286. [N4018]

AREA dealers North East Surrey for Borgward Hansa cars. [0041/R]

YORKSHIRE—Borgward Distributors, demonstration cars available; service after sales.—Union Garage, Horbury Rd., Wakefield. Tel. 2185. [0387/R]

BURNS STATUE GARAGE, Ayr 3338. Sole distributors Glasgow and South of Scotland.—Isabella 1500 demonstration car available.—quick delivery. [0480/R]

SURREY, Sussex and Kent sole distributors for Borgward; demonstration cars available; early delivery new models, spares and service.—F. Fairman & Sons, Ltd., Horley, Surrey (Tel. 17). [0319/R]

BRISTOL

ANTHONY CROOK, leading distributors since the car's origin; all models on view for early delivery.—High St., Esher, Surrey. Tel. 4580. [N1035]

BUICK

1956 Buick models now available; immediate delivery.—Sole Concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. [0388/R]

CADILLAC

1956 Cadillac models now available; immediate delivery.—Sole Concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. [0388/R]

CHRYSLER

ATOSALES (LONDON), Ltd., offer:—

NEW Chrysler Plymouth V8 and 6-cylinder saloons available, choice of colours and specifications; part exchange terms.—59-65, Belgrave Park, N.W.6. Mai. 5555/2155. [0664/R]

CITROEN

LEX GARAGES, Ltd., Ace Corner, North Circular Rd., London, N.W.10. Elg. 5585 or 7680. [0972]

C. G. NORMAN & Co., sole distributors for the County of London; early delivery.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0297/R]

WILSONS AUTOMOBILES & COACHWORKS, Ltd., offer early delivery of all models; demonstrations arranged to suit your convenience.—1-3, Dorking Rd., Epsom 3901. [N4085/R]

NEW CARS FOR SALE

DAIMLER

ROWLAND SMITH'S for Daimler.

PART exchanges. Self-financed terms, 5% interest. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)

DORKING MOTOR CO., Ltd., Distributors, Daimler specialists. early deliveries available.—Dorking 2256. (N1088)

SIDNEY MARCUS, Ltd., for your new Daimler, early delivery, first-class After-Service.—33, Sloane St. S.W.1. Tel. Belgrave 3721. (N3006)

D.K.W.

SOLE D.K.W. concessionaires in Great Britain; all sales enquiries will receive our immediate attention; illustrated literature on request.—Fraser Nash Cars, Isleworth, Middlesex. Hounslow 0011. (N2015)

FIAT

BLUE STAR GARAGES, Ltd., Rosemont Court, Park Rd., Regent's Park, N.W.1. Pad. 7454. (N966/R)

S&S MOTORS, Fiat's official agents. London's most central service, sales and spares.—18, Leicester Terr., W.2. Paddington 6174. (N4090)

H. C. PAUL, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0621-2.—Immediate delivery of Fiat cars. (N3040)

SEVERAL demonstration cars available, perfect condition, low mileage.—Apply Fiat (England), Ltd., Water Rd., Wembley, Middx. Tel. Perivale 5651. (N0076/R)

HAMPSTEAD, N.W.3.—Immediate delivery Fiat 600; terms, exchanges.—Northways Garage, Fiat Agents, Finchley Rd., Swiss Cottage, N.W.3. Primrose 1127. (N3026)

MAYFAIR GARAGES, Ltd., accredited West End Fiat stockists for all models; any car or motor cycle taken in exchange; catalogues on request.—Balderton St. (opp. Selfridges' clock), W.1. Mayfair 5104-5. (N3026)

A COMPREHENSIVE selection of all the new Fiat models.—Premier Motors, Main London Dealers. Distributors for S.E. London, 295, Lewisham High St. S.E.15. Lee 1051. (N3083)

FORD

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 5621. (N3042)

CONSULT W. Harold Perry, Ltd., before purchasing your new Ford Popular, Anglia, Prefect, Consul, Zephyr, Zodiac saloon. (N4018)

W. HAROLD PERRY, Ltd., 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 8880. (N3042)

ROWLAND SMITH'S for Ford.

PART exchanges; self-financed terms, 5% interest; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)

CLARKE & SIMPSON, Ltd., for Fords.

FOR your new Ford; cars, motor cycles and 3-wheelers welcomed in exchange.—Raymond Way's Corner, 10, Kilburn High St., N.W.6. Malda Vale 0304. Open to 8 p.m. 3 days a week. (N0779/R)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

NEW Ford Zephyr saloon.—Coombs & Sons (Guildford), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. (N1057)

DAENHAM MOTORS, Ltd., Ford main dealers.

PARK Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388, and 6/8 and 12, Selsley Rd., Cufford, S.E.6. Hither Green 4221. (N1066)

ARTHUR E. GOULD, Ltd., 290-2, Regent St., W.1. Ford main dealers and distributors.—For delivery details of Zephyrs, Zodiacs, Consul, etc., telephone Langham 1594-5. (N1012/R)

MATFAIR and West End agents; immediate delivery.

RIPCO, Ltd., 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2932-3-4. (N3053)

ZODIAC Mk. II. in black/ivory with overdrive, immediate delivery.

STEARNS & Co. (CAR SALES), Ltd., 254, Brompton Rd., S.W.3. Ken. 0081. (N4093)

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3, offer:—

NEW Zephyr convertible, grey. (N1001)

NEW Zodiac, blue/grey. (N1001)

NEW Zephyr, black. (N1001)

BLUE STAR GARAGES, Ltd., Rosemont Court, Park Rd., Regent's Park, N.W.1. Pad. 7454. (N966/R)

FORD Zodiac, black and ivory.—Haskins, Ledbrooke 1155. (N3027)

CHARLES RICKARDS, Ltd., Ford dealers, offer for immediate delivery.

POPULAR, Anglia, Prefect, Consul, Zephyr and Zodiac saloons, any type of car taken in part exchange.

56, Bayswater Rd., W.2. Pad. 3440. (N3080)

COULSDON—H. Harner (Coulson), Ltd., retail dealers, 273, Chipstead Valley Rd., Coulsdon, Downland 2255. (N0690/R)

FORD Zodiac, black and red. Immediate delivery.—F. Rees, Lion Group, 26, Queensway, W.2. Bayswater 0136. (N1015)

FORD Prefect, de luxe, heater, Corfe grey, red P.V.C. upholstery.—Brew Brothers, Ltd., 135, Old Brompton Rd., S.W.7. Frenamite 3353. (N1083)

NEW Ford Zephyr, ivory, immediate delivery.—Thomson Motor Co., Ltd., 564, Wycombe Rd., Shirley, Croydon. Springpark 5477. (N3047)

FORD

JACK ROSE, Ltd., Ford agents and stockists, Stafford Rd., Wallington, Surrey. Wallington 6677; also High St., Banstead, Burgh Heath 2376. (N3056)

IMMEDIATE delivery Anglia, Prefect, Consul, Zodiac.—S. Morris & Company, 40, Conduit St., W.1. Tel. Regent 0424 (6 lines). (N0415/R)

FORD Populars transformed for comfort and road holding by the L.M.B. Superseprung Conversion (i.f.s.) south-western distributors.

L.M.B. MOTORS, 142, Malmesbury Park Rd., Bourne, Lincs. Tel. Boston 33667. (N3090)

NEW Consul, immediate delivery, grey, leather, heater; list price.—Davis & Hill, Ltd., Bromley, Rav. 2634. (N081)

FORD Anglia de luxe model, black, part exchanges and hire purchase.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2228. (N2022)

F. H. PEACOCK, Ltd., main Ford dealers.—Sales and service; coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 1271 (10 lines). (N0949/R)

FORD Consul Mk. II, new demonstration and immediate delivery; all facilities.—West London Motors, 205-209, Fulham Palace Rd., W.6. Fulham 0086. (N4095)

PEACOCKS OF FOLKESTONE, Ltd., main Ford dealers.—Sales and service; insurance.—Showrooms, 130, Sandgate Rd., works and offices, 104, Poord Rd., Folkestone 51222 (3 lines). (N0464/R)

R. C. WIMBUSH, Ltd.—Immediate delivery Ford Anglia and Prefect de luxe saloons; part exchange and h.p. facilities.—312, Ears Court Rd., London S.W.5. Frenamite 8401-3-5. (N4056)

JOHN S. TRUSCOTT, Ltd., authorised Ford dealers: immediate delivery Squire, Consul and Zephyr models.—173, Westbourne Grove, W.11. Bayswater 4274. (N4035)

BRADSTOCK MOTORS, Ltd., Ford dealers have for immediate delivery, Consul saloon with heater, and Prefect standard model, grey.—Chase Rd., Epsom. Tel. Epsom 5996-7. (N1090)

ADAMS MOTORS, Ltd., Acra Lane, Brixton, S.W.2. Main Ford distributors; consult us for delivery of all Ford models; overseas residents' enquiries welcomed.—Export Dept. Bri. 4431-3-4-5-6 (see also Ad.). (N0645/R)

1957 model new and unregistered Zephyr convertible, colour Cort grey with red hood; interior mist grey and red; fitted with overdrive and power-operated top; Whitehall tyres, heater, etc.; a really magnificent car.

THE EVINGTON GARAGE (A. H. SOAR), High St., Evington, Leicester. Tel. 36642. (N146)

YOU couldn't do better than secure immediate delivery of your new Popular, Anglia or Prefect saloon, also now available Zephyr and Zodiac Series II saloons; details on request of yearly exchange plan and Ford retail scheme.

CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. (N3008)

FRAZER NASH

REQUESTS for literature to the manufacturers.—Fraser Nash Cars, Isleworth, Middlesex. Hounslow 0011. (N2015)

GOCOMOBI

TWO STROKES, Ltd., "The Specialists," for sales and service.—Stammore Hill, Middx. Grimsdyke 1166-7. (N137)

NEW car Gocomobile.—Clayton Cars (London), Ltd., 17, Bruton Place, Berkeley Sq., W.1. for immediate delivery. Hyde Park 9184. (N1050)

HEINKEL

JOHNSON & BROWN, Heinkel distributors, 268/270, High St., Bromley, Ravensbourne 8841-2. (N2075)

CLAUDE RYE, Ltd., for your 1957 Heinkel.—Immediate delivery, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Hounslow 6174. (N177)

HILLMAN

NEWTONS OF WEMBLEY.

EXCLUSIVE Rootes retailers, for prompt delivery all Hillman models; demonstration cars available; part exchange; credit facilities; view the new "finest of them all" Hillman at:—

THE NEWTON SERVICE GARAGE, Newtons Corner, Wembley Park, Middx. (opposite Wembley Town Hall), Arnold 5282 (4 lines). (N0789/R)

BARNET area.—Hillman main dealers.—Hadley Green Garages, 222-204, High St., Barnet 0332. (N0411/R)

CARRIS MOTORS, Ltd., for quick delivery of the entire Hillman range.—Lewisham Bridge, London, S.E.13. Lee 8585. (N0784/R)

JACK ALPE offers early delivery of new series I Hillman Minx saloon.—Jack Alpe, 50, Marylebone High St., London, W.1. Welbeck 1124. (N1103)

SMITH AUTO Co., Ltd., area dealers for Rootes Group, offer favourable delivery of the Hillman range.—145, London Rd., Croydon. Croydon 2115 (3 lines). (N0884/R)

PHILLIPS MOTORS, official Rootes retailers, will demonstrate Hillman cars anywhere; usual h.p. terms or special rental agreement; part exchange.—77, Chalk Farm Rd., N.W.1. Primrose 6666. (N5106)

HUDSON

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors, offer immediate delivery of Hudson Rambler and Cross-Country Station Wagon; imported direct from America: r.h. drive; all Hudson spares and service available at

SPIKINS, 85-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7-8. (N0478/R)

HUMBER

NEWTONS OF WEMBLEY.

EXCLUSIVE Rootes retailers, for prompt delivery Hawk and Super Snipe; view the new Hawk de luxe; demonstration cars available; part exchange; confidential credit facilities.

THE NEWTON SERVICE GARAGE, Newtons Corner, Wembley Park, Middx. (opposite Wembley Town Hall), Arnold 5252 (4 lines). (N0782/R)

HUMBER

BARNET area.—Humber main dealers.—Hadley Green Garages, Ltd., 202-204, High St., Barnet 0332. (N0412/R)

CARRIS MOTORS, Ltd., for quick delivery of Humber Hawk and Super Snipe.—Lewisham Bridge, London, S.E.13. Lee 8585. (N0780/R)

JACK ALPE offers immediate delivery of new Humber Hawk saloon.—Jack Alpe, 50, Marylebone High St., London, W.1. Welbeck 1124. (N1103)

SMITH AUTO Co., Ltd., area dealers for Rootes Group, offer early delivery of Super Snipe and Hawk saloon.—145, London Rd., Croydon. Croydon 2115 (3 lines). (N0887/R)

PHILLIPS MOTORS, official Rootes retailers, will demonstrate Humber Hawk and Super Snipe cars anywhere; usual h.p. terms or special rental agreement; part exchange.—77, Chalk Farm Rd., N.W.1. Primrose 6666. (N5106)

FOR immediate delivery, 1956 Humber Super Snipe saloon, colour thistle grey and Biarritz blue, automatic transmission, Reuter bucket seats, whitewall tyres, a car for a connoisseur.—Davenport Vernon & Co., Ltd., High Wycombe. Tel. 2400. (N113)

JAGUAR

HENLYS, Ltd.,

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

HENLYS House, 385, Euston Rd., N.W.1. (Euston 4444.)

MANCHESTER—1-3, Peter St. (Blackfriars 7843.) (N153/R)

AREA main dealers for Jaguar; demonstrations, part exchanges, h.p. terms.

ALLS (FINCHLEY), Ltd., 886, High Rd., North Finchley (Tally Ho), London, N.12. (Hill 1044.) (N4182)

H. C. PAUL, Ltd.

2.4 and Mk VII saloons; see and try at our showrooms; immediate or early delivery.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0621-2. (N3040)

STURGEON, LEICESTER.

1957 2.4 models for immediate delivery.

118, Charles St., Tel. Leicester 20033 & 5792. (N070/R)

ROWLAND SMITH'S for Jaguar.

2.4-litre and Mk VII saloons, stock and demonstration cars available; part exchange, low distance, self-financed terms, 5% interest; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)

BUCKINGHAMSHIRE area dealers.

MARK VII M saloon and XK140 models for early delivery; demonstrations arranged.

PERLESS MOTORS, Ltd., Bath Rd., Slough, Bucks. Slough 25121. (N4030/R)

CLARKE & SIMPSON, Ltd., for Jaguars.

NEW 2.4-litre, maroon, in stock; orders can now be accepted for the Mark VII demonstration with pleasure.—49, Sloane Sq., S.W.1. Tel. Sloane 0436. (N1048)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

NEW Jaguar 2.4-litre saloon; new Jaguar Mark VII with overdrive; new Jaguar Mark VII, with Borg Warner automatic transmission.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. (N1057)

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3, offer:—

NEW XK140 fixed head coupe, maroon. (N1001)

JAGUAR 2.4 special equipment saloon, in green/green, for immediate delivery.

STEARNS & Co. (CAR SALES), Ltd., 254, Brompton Rd., S.W.3. Ken. 0081. (N4093)

KJ MOTORS, Ltd., N.W. Kent's leading Jaguar area dealers, Bromley, Ray. 3456. (N0286/R)

COOMBS & SONS (GUILDFORD), Ltd., for Jaguar sales and service.

MAIN agent for South West Surrey.—St. Catherine's Garage, Guildford 62907-9. (N0244/R)

XK140—special equipment, drop head, grey/red, 5.3 axle, Michelin X, immediate delivery.

2.4 special equipment, overdrive, maroon/biscuit.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flatman 0052/7253/7154. (N1046)

KDM & CHERRINGTON, Ltd., for Jaguars; terms and exchanges.—9, Albemarle St., W.1. Gro. 5551. (N3054)

DAVIES MOTORS, Ltd.—Jaguar, grey and red Mark VII with automatic drive immediately available.—275, London Rd., Staines. Staines 4211-5. (N1080)

2.4 Jaguar saloon, immediate delivery, choice of colour; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. (N1010)

METROPOLIS GARAGES, Ltd.—A new 2.4 in green, special equipment, overdrive.—45, Ears Court Rd., London, W.8. Western 4544. (N1017)

2.4-litre Jaguars and all other models available; delivery and demonstration.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. (N3006)

R. P. POWELL MOTORS, Ltd., East London area enquiries invited for all Jaguar models.—321, Romford Rd., Forest Gate, E.7. Maryland 7781. (N0436/R)

ONE new Jaguar 2.4 special equipment model for immediate delivery.—Robert J. Blake, King's Road Motor Works, Brentwood, Essex. Tel. 242 and 3087 Brentwood. (N152)

ROSE & YOUNG, Ltd., offer immediate delivery of the new 2.4-litre Jaguar.—65-69, Sternhold Ave., South Hill, S.W.2 (1 min. Sutherland Hill Station). Tel. 5465. (N3057)

NEW CARS FOR SALE

JENSEN
MICHAEL CHRISTIE MOTORS, wholesale and retail.
NEW 1956 541 saloon available; list price.

NEW 1956 Interceptor saloon available; list price.

BICESTER Rd., Aylesbury, Bucks. Tel. 4727.

NORTHWOOD MOTORS, wholesale and retail.
New 541 saloon, immediate delivery.—George St.
Hull. Tel. 35822. [N3108]

KAISER
KAISER.—Sole Concessionaires for Great Britain; sales, spares.—Steele Griffiths, London. [N309/R]

LANCIA
LANCIA.—For catalogues and details apply Lancia (England), Ltd., Lancia Works, Alperioy St. Wembley, Middx. Tel. Perivale 5656. [N289/R]

JOHN S. TRUSCOTT, Ltd., the oldest Lancia distributors.—175, Westbourne Grove, W.11. Bayswater 4274. [N4035]

JOE THOMPSON (MOTORS), Ltd., officially appointed retailers for the United Kingdom and distributors for Surrey, Middlesex and London, 91-95, Fulham Rd., S.W.5. Kensington 4858. [N4028]

MERCEDES-BENZ
JOHN S. TRUSCOTT, Ltd., for Mercedes-Benz.

EARLY delivery of all types; our demonstration cars are here for you to drive including the new type 220S and type 300C; these cars surpass all previous standards.

JOHN S. TRUSCOTT, Ltd., for Mercedes-Benz.—175, Westbourne Grove, W.11. Bayswater 4274. [N4035]

TAYLOR & CRAWLEY, official retailers for Mercedes-Benz; all models available; exchanges and terms.—42a, South Audley St. (entrance Adams Rd.), Mayfair, W.1. (Grosvenor 6881). [N4031]

WELWYN SALES DEPOT, Ltd.

HERTS, Bucks and Northants main distributors.—Enquiries invited for early delivery.—Welwyn Garden City, Hatfield 2178. [N4017/R]

BURNS STATION CARAGE, Ayr 3358, main agents for Ayrshire.—Early delivery all models. [N4011/R]

WORKING MOTORS, distributors, Surrey.—Maybury Hill, Woking, Surrey. Tel. Woking 4277-8. [N4057]

GALT OF GLASGOW, distributors, offer immediate or early delivery according to model.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. [N284/R]

TYPE 220A, hide upholstery, new and unregistered; £2,175.—Mansfield Motors, Ltd., 480, Fitzroy Rd., London, W.1. Euston 2587. [N5001]

MIDLAND Counties distributors; demonstrations of all models.—Carol's Garage, Ltd., Wolverhampton Rd., Oldbury, Birmingham. Broadwell 1285/2700. [N176/R]

WILLIAM ARNOLD, Ltd., Under Brook St., Manchester, 13, distributors for Lancashire and Cheshire.—Sales, spares, service.—Tel. Ardwick 4351-7. [N265]

GEE CARS, Ltd., invite your enquiries for early delivery of all models, terms and exchanges.—169, Fulham Rd., S.W.5. Knightsbridge 4753 or Mayfair 3363. [N2923/R]

GEORGE NEWMAN & Co. (BRIGHTON), Ltd., sole Sussex distributors, all models available for inspection and trial, early delivery.—39-40, Old Steine, Brighton 28108-3-4. [N3108]

NORFOLK, Cambridgeshire and Suffolk distributors for Mercedes cars, demonstration cars in stock and available on application to O. G. Barnard & Sons, Ltd., Stowmarket. [N3091]

MESSERSCHMITT

CLAUDE RYE, Ltd., for your 1957 Messerschmitt.—Immediate delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.5. Renown 6174. [N5178]

COMERFORDS for Messerschmitts; delivery from stock, spares, service, demonstrations; exchanges, terms; postal transactions very easily arranged.—Comerfords, Portsmouth Rd., Thames Ditton, Surrey. Emberbrook 5531 (6 lines). [N268/R]

M.G.

ROWLAND SMITH'S for M.O.

IMMEDIATE delivery Magnette saloon and M.G. A 2-seater.

PART exchange, any distance, self-financed terms, 5% interest, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5. Hampstead 8041. [N4011/R]

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401, offer:—M.G. Magnette maroon available early delivery. [N2058]

IMMEDIATE delivery latest type M.G. Magnette, blue, from stock at list price inc. P.T.; £1,040 17s. 6d. [N4056]

CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2. Pad. 3440. [N3050]

DORKING MOTOR Co. Ltd.—Early delivery Magnette, immediate delivery M.G. A.—Dorking 2256. [N1098]

MAGNETTE 1957 model, in black with beige hide; immediate delivery.—S. Morris & Co., 40, Conduit St., W.1. Tel. Reg. 0424. [N6088]

JACK ROSE, Ltd., M.G. agents and stockists.—Stafford Rd., Welton, Surrey. Wallington 6677. High St., Banstead, Burgh Heath 2376. [N3056]

R. C. WIMBUSH, Ltd., M.G. stockists; offer immediate delivery M.G. A and Magnette saloon; part exchange and h.p. facilities.—312, Earls Court Rd., London, S.W.5. Frenantle 8401-2-3. [N4056]

M.G. Official M.G. retail dealers; all models available, part exchange welcomed, hire purchase.—Performance Cars, Ltd., Great West Rd., Brentford, Middx. Ealing 8841. [N3041]

MEBES & MEBS, Ltd. (est. 1895).—Immediate delivery of Magnette saloon and M.G. A with exceptional after-sales service facilities, part exchanges and extended payments.—The Broadway, Mill Hill, N.W.7. Mill. 2040/6642. [N3012]

M.G.

IMMEDIATE delivery, new M.G. Magnette saloon and 2-seater with choice of colour, terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [N2109]

MORGAN
BASIL ROY, Ltd., Morgan distributors; full range on view; see and try Morgan fitted with TR2 engine.—161, Gt. Portland St., W.1. Langham 7733. [N510/R]

JOHNSON & BROWN offer immediate delivery new Morgan 4/4 Series II, Ivory and black.—268-270, High St., Bromley, Ravensbourne 8841-2. [N2073]

MORGAN Plus 4; prompt delivery of these cars; spares for same; huge stocks of 4/4 and 3-wheeler spares.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Eal. 0570. [N2078/R]

MORRIS

ROWLAND SMITH'S for Morris.

OXFORD saloon, immediate, early delivery other models.

PART exchanges, self-financed terms, 5% interest; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5. Hampstead 8041. [N4018]

BURGE & INGLIS MOTORS, Ltd.

NEW unregistered 1956 Morris Oxford, beige, immediate delivery, excellent part exchange allowance; h.p. terms.—Dudden Hill Lane, N.W.10. Willesden 4869. [N4017]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

NEW Morris Oxford and Cowley for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [N4009]

DORKING MOTOR Co. Ltd.—Early delivery all models.—Dorking 2256. [N1098]

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401, offer:—

ONE new Morris Oxford, black, red upholstery, early delivery.

ONE Morris Isis, black, red upholstery, early delivery.

JACK ROSE, Ltd., Morris agents and stockists.—High St., Banstead, Surrey. Burgh Heath 2376. [N3056]

TEST drive any Morris car at Chain Garage, Hanger Lane, Ealing, W.5. Per. 4404. Official agents.

SMITH & HUNTER, Ltd.—Specialists: sales, service.—376, Kensington High St., W.14. Western 2512. [N4019]

MORRIS Oxford, new, dark green, immediate delivery.—Hertford Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [N2036]

WILSONS AUTOMOBILES & COACHWORKS, Ltd., offer immediate delivery of all models.—54, Acre Lane, S.W.2. Brixton 4011. [N2065/R]

KDM & CHERINGTON, Ltd., for Morris; terms and exchanges.—9, Albemarle St., W.1. Gro. 5551. [N2054]

OXFORD saloon, immediate delivery, part exchange, hire purchase and rental scheme.—Kings motor, 1, High St., Bournemouth. Tel. 3532. [N2049]

LYTTELTON GARAGE, Ltd., Hampstead Garden Suburb, Official Morris Agents; quick deliveries, part exchange; yearly contracts; specialised service.—Lytelton Rd. (A.1.), N.3. Speedwell 3540/3550. [N2622/R]

MEBES & MEBS, Ltd. (est. 1895).—Direct Morris specialists for over 30 years, offer early delivery all models; exceptional after-sales service facilities; part exchange and extended payments.—The Broadway, Mill Hill, N.W.7. Mill. 2040/6642. [N3012]

LANKESTER ENGINEERING Ltd., offer immediate delivery Morris Oxford and Isis saloons, the latter at pre-increased price; also immediate delivery 5 & 10cwt vans; exchanges and deferred terms.—59-63, Eden St., Kingston-on-Thames. Kin. 251-6. [N264/R]

YOU couldn't do better than secure early delivery of your new Minor 1000 saloon or Oxford Series III saloon, at pre-increased price, only one Oxford saloon now available; details on request of yearly exchange plan and Morris rental scheme.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [N2008]

NASH

SOLE concessionaires for all Nash models, r.h.d., s available, American and Canadian Forces personnel and members of the Diplomatic Corps supplied on a duty-free basis.

NASH CONCESSIONAIRES, Ltd., Albany St., London, N.W.1. Tel. Euston 5549. [N562/R]

OLDSMOBILE

SOLE distributors for the United Kingdom.—Lex Garages, Ltd., 2, Lexington St., London, W.1. Gerrard 8600 (20 lines). [N576/R]

PACKARD

BEFORE you buy any fine car, see and drive the new 1956 Packard, magnificent range of nine different models to choose from.—Sole Concessionaires: Leonard Williams & Co., Ltd., Packard Buildings, Gt. West Rd., Brentford, Middlesex. Ealing 3400. [N730/R]

PANHARD

UNBELIEVABLE but true! Six seats—up to 47mpg—5mph, overdrive, large car comfort, flat 3000 delightful appearance, incredible road-holding and brakes; saloon, £1,055; 3-seater sports cabriolet, £965; tourists, export, Fordor of 12 ft.—Tarrant & Francis, 10, Winchester Mews, N.W.3. Fri. 6159. [N4100]

PEUGEOT

TOM KNOWLES, Peugeot Concessionaires, 19, Brick St., Piccadilly, W.1. Grosvenor 3675-4. [N698/R]

K. BALLAMY, Automobile Engineers, Alfred Place, Wokingham, Tel. Wokingham 5769. Peugeot distributors for Kent, Surrey, North and East Hants, North and East Sussex; immediate delivery, dealers wanted, territory available. [N3035]

DISTRIBUTORS for Peugeot, Ltd., Peugeot concessionaires for the whole of the British Isles (excluding the London Metropolitan Police area, other than the districts within the counties of Surrey and Kent).—127, High St., Croydon, Tel. Cro. 7211/7217. [N391/R]

PONTIAC—U.S. Concessionaires Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., West, Berks. [N2050/R]

PORSCHÉ

SOLE Porsche concessionaires in Great Britain; all sales enquiries will receive our immediate attention; illustrated literature on request.—Frazer Nash Cars, Isleworth, Middlesex. Hounslow 0011. [N2015]

RELIANT

CLAUDE RYE, Ltd., for your 1957 Reliant.—Immediate delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.5. Renown 6174. [N5179]

RENAULT

MARTIN VAUGHAN MOTOR Co., Ravensbourne Rd., Bromley, Kent. Ravensbourne 2491.—Renault Stockists. [N047/R]

FRED GUY for new Renaults, immediate delivery 750, terms and exchanges.—198, King St., W.6. Riverside 3131. [N085/R]

WILSONS AUTOMOBILES & COACHWORKS, Ltd., 1-3, Dorking Road, Epsom 3901 for the Renault 750, Dauphine and Fregate models. [N4085/R]

BARNEHURST GARAGE, Ltd.—Renault distributors for Kent; immediate delivery of all models.—1-5, Barnehurst Rd., Boxley Heath 725. [N4042/R]

WELHAMS, Renault Sales and Service, Surbiton Hill Rd., Surbiton, Surrey. Elmbridge 1873. Distributors 1909. [N4070]

RENAULT sales and service; immediate delivery of 750 de luxe saloons in all colours; h.p. arranged.—Witcher & Son, 55-75, Cadogan Lane, London, S.W.1. Sloane 4126. [N186/R]

PERFORMANCE CARS, Ltd., Middx. distributors, all models available, demonstrations; part exchange valuation.—Great West Rd., Brentwood Middx. Ealing 8841 (4 lines). [N5041]

AUTO SALES (LONDON), Ltd., North London distributors for Renault; can give early delivery of the 1-litre Fregate and 750 saloons; we give the best in sales and service.—59-65, Belsize Rd., N.W.6. Tel. Mai. 5555. [N1010/R]

RILEY

NEW Riley Pathfinder.—Davies Car Centre, 22-34, Horn Lane, Acton, Tel. Acton 6731. [N1120]

PERFORMANCE CARS, Ltd., Riley agents, Great West Rd., Brentford, Middx. Ealing 8841. [N5041]

NEW Riley Pathfinder, in stock, cedar green, bucket seats, overdrive; £1,475. [N3041]

MAYFAIR and West End agents; immediate delivery Pathfinder. [N4035]

IPCCO, Ltd., 168, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [N3052]

JOHN S. TRUSCOTT, Ltd., for Riley Pathfinder; immediate delivery.—173, Westbourne Grove, W.11. Bayswater 4274. [N4035]

YOU will always do better by personal contact with Mr. Clarke or Mr. Simpson.—49, Sloane Sq., S.W.1. Tel. Sloane 0436. [N1048]

AREA dealers for Riley cars; orders taken; part exchange a wonderful Pathfinder; early deliveries; part exchange h.p. terms.—Montrose Motors Wembley 2236. [N0765/R]

RILEY Pathfinder, very latest specification, finished dual-tone grey-beige, maroon leather, bench seat, heater, tubeless tyres; one only available at current list price.—Motourists (London), Ltd., Great North Rd., East Finchley Station N.2. Tudor 3501-2. [N3018]

ROLLS-ROYCE

CAR MART, Ltd.

OFFICIAL retailers, offer for future delivery the new Rolls-Royce Silver Cloud saloon; demonstration car available.

CLAUCESTER House, 150, Park Lane, W.1. (Corner Piccadilly). Grosvenor 3434. [N1039/R]

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service

MAREFAIR, Northampton. Tel. 31682. [N520/R]

DAVID ROSEFIELD, Ltd.

OFFICIAL Rolls-Royce and Bentley retailers

SHOWROOMS: 339-42, Peter St., Manchester, 2. Deansgate 6671. [N0561/R]

SERVICE Station: Cheetham Hill Rd., Manchester 8. Tel. Bla. 2502.

ROVER

HENLYS, England's leading motor agents.

ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151).

DEVONSHIRE House, 335, Euston Rd., N.W.1. (Euston 4444).

ROVER.

ODON MOTORS Ltd., Barnet, Herts. Tel. Barnet 1144. [N3028/R]

BURGE & INGLIS MOTORS, Ltd.

NEW unregistered 1956 Rover 75, Ivory/red interior, immediate delivery, excellent part exchange allowance, h.p. terms.—Dudden Hill Lane, N.W.10. Willesden 4869. [N4017]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

NEW Rover 90 with overdrive.—Coombs & Sons (Guilford), Ltd., Portsmouth Rd., Guilford, Guilford 62907-8-9. [N1057]

COOMBS & SONS (GUILDFORD), Ltd., for Rover service.

MAIN agents for South-West Surrey, St. Catherine's Garage, Guilford 62907-8. [N245/R]

NEW 1957 Rover—Davies Car Centre, 22-34, Horn Lane, Acton, Tel. Acton 6731. [N1120]

NEW CARS FOR SALE

ROVER

KJ MOTORS, Ltd., N.W. Kent's leading Rover area dealers, Bromley, Rav. 3456. [0287/R]

IMMEDIATE delivery new Rover 90, overdrive, bucket seats, attractive price.—Hounslow 2151. [6364]

DORKING MOTOR Co. Ltd., main dealers.—New models in stock.—Dorking 2256. [N1088]

BEXHILL—F. Dodson, Ltd., Rover distributors. Sackville Garage, Middlessex Rd. Tel. 2352-3. [N2054]

KDM & CHERINGTON, Ltd., for Rovers; terms and exchanges.—9, Albemarle St., W.1. Gro. 5551. [N2063/R]

SANDERSTEAD Main Agents, Leathwood's Garages, Ltd., 367, Limsfield Rd., Sanderstead. Tel. Sanderstead 4478. [0063/R]

SIDNEY MARCUS, Ltd., Rover agents, new models, for delivery and demonstration.—33, Sloane St., S.W.1. Tel. Belgrave 3721. [N2006]

CATERHAM, Purley and district, main dealers; early delivery of full range of Rover cars.—Laymans of Caterham, Tel. Caterham 2364. [0294/R]

NORTHAMPTONSHIRE and North Bucks.—Orose, Ltd., Rover distributors and parts service.—Marfair, Northampton. Tel. 31682. [0001/R]

WATFORD and district.—Harris-Mayes & Co., delivery enquiries invited; main dealers since 1933.—Ace of "Herts" Garage, Watford 4026. [0722/R]

BAKER & SONS OF READING—Rover distributors, for your new Rover 90, 75 or 60; exchanges, terms.—35, Friar St., Reading. Tel. 3976. [19500]

NEW Rover 90 and 75 1956 models, reduced prices; Rover area dealers.—Surrey Motors, Sutton, Surrey, Vigilant 4444. [0634]

NEW Rover 90 saloons, 1956 series, for disposal, choice of colour; enquiries invited for all Rover models.—R. P. Powell Motors, Ltd., Area Dealers, 321, Romford Rd., Forest Gate, E.7. Maryland 7761. [0457/R]

H. A. FOX & Co., Ltd., appointed official retailers and orders for all models.—3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 8622. [0148]

ROSENFELD for Rover distributors for Lancashire and Cheshire.—David Rosenfeld, Ltd., 38-42, Peter St., Manchester, 2. Deansgate 6571. Service station: Chetham Hill Rd., Manchester, 8. Tel. Bla. 2302. [0886/R]

SIMCA

H. C. PAUL, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2.—Immediate delivery of Simca cars. [N5040]

MILESTONES (SERVICE GARAGE), Ltd., Simca distributors North Kent.—Ask for demonstration; immediate delivery, exchange, terms.—308, Erith Rd., Bexleyheath. Erith 2469 and 2529. [0106/R]

MAYFAIR GARAGES, Ltd., accredited West End Simca specialists, for your new 1956 Aronde Elisee saloon; any car, motor cycle taken in exchange.—Balderton St. (opp. Selfridge's clock), W.1. Mayfair 3104-5. [N5009]

ANTHONY CROOK—All new Simcas for immediate delivery; special facilities for tuning and maintenance by French trained staff; also Simca Cedette range available, the Marly estate car and Simca Cedette view your showroom, both fitted with the V8 Aquilon engine, 24 miles to the gallon.—Distributors, High St., Esher 4580. [N1065]

YOU couldn't do better than book your delivery now for the new Simca Elisee saloon, equipment includes heater, windscreen wash, reclining front seats, underbody sealing; if you are longing for a family saloon with sports car performance, a car to suit your personality and to match your skilful driving—you cannot beat the Elisee saloon your present car welcome in part payment at its current market value.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [N2008]

SINGER

A NEW Singer Gazelle is waiting for you to try at Automenders; come and prove for yourself that our enthusiasm for this wonderful new car is not misplaced; the fusion of Rootes and Singer was bound to produce an exceptional car, but to be able to offer it at such a low cost indicates that demand is going to be really big.

PLEASE come and try for yourself and if you decide this is your car remember that as the only 100% Singer specialists in the country we can offer early delivery and service facilities second to none.

UTOMENDERS, Ltd., Riverside 8291-3-5. [0757/R]

WM WELBECK MOTORS, Ltd., largest Singer dealers in the country; constantly at your service. [N4049]

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [N4049]

GATEHOUSE offer:—

EARLY delivery of Singers.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [N2021]

IMMEDIATE delivery of the Singer Gazelle.—Lockhart's Service Depot, Dunstable. Tel. 114. [0120/R]

CROYDON—H. Hamer Car Sales, Ltd., dealers, 444-8, Brighton Rd., South Croydon. [0681/R]

ORDER the new Singer Gazelle now in stock at Holland Park Autos, 142, Holland Park Ave., W.1. Park 2626. [N2085]

BROMLEY—Order your new Singer from Johnson & Brown, 259-270, High St., Bromley. Ravensbourne 8941-2. [N2073]

STANDARD

HALLS main dealers

FOR the new Sportsman and Vanguard

ESTATE cars, part exchanges, h.p. terms

HALLS (FINCHLEY), Ltd., 886, High Rd., North Finchley (Tally Ho), London, N.12. (Hill. 1044.) [4183]

STANDARD

L. F. DOVE, Ltd.

AREA main dealers.

SEE it; try it; buy it.

69 The Broadway, Wimbledon, S.W.19. Lib. 3456. [N1077]

GATEHOUSE offer:—

EARLY delivery of Standards, all models.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [N2021]

BOWES ROAD GARAGE.

IMMEDIATE delivery new Super 8 at the reduced price of £608/17.—See below.

NEW Family 10 beige at the reduced price of £578/17; hire purchase or Stanhire rental scheme.—Bowes Road Garage, Bowes Rd. (North Circular Rd.), N.11. Bowes Park 2284/5/6. [6223]

BURRO & INOLIS MOTORS, Ltd.

COMplete range of new Standards ex-stock or early delivery, excellent part exchange allowance, h.p. terms.—Dudden Hill Lane, N.W.10. Willesden 4869. [N4017]

ROWLAND SMITH'S for Standard.

IMMEDIATE delivery Phase III Vanguard saloon.

PART exchanges. Self-financed terms 5% interest. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

EXCLUSIVE Standard retail dealers, invite you to inspect the full range of Standard cars that are available for immediate delivery.

BERKELEY Sq., London, W.1. Gro. 4343. [0856/R]

LANKESTER ENGINEERING Co., Ltd., 80-83, Victoria Rd., Surbiton, Elmbridge 1184-5.

STANDARD & Triumph Distributors in Surrey since 1911; immediate delivery of all models.

DEMONSTRATION cars available; exchanges and deferred terms and Stanhire transacted. [0402/R]

GEORGE BOYLE (SPORTS CARS), Ltd., Mollington.

WE have in stock the famous new Standard Family 10hp saloon, ideal for trials, rally work and complete with over twin carburetor conversion, modified engine and Anti-Roll Bar.

PRICE complete, £269 17s. ex works

MESSEURS GEORGE BOYLE (SPORTS CARS), Ltd., Wheatheaf Garage, Parkgate Rd., Gt. Mollington, Nr. Chester. Tel. No. Great Mollington 353-4-5.

IMMEDIATE delivery Standard Vanguard Phase III saloon, beige/green, brown leather; £914 17s. Pad. 3468. [N3050]

STANDARD Family 10, beige, and Family 8, grey, immediate delivery.—Salmons Garages, Ltd., Temple Bar 3338. [N4029]

IMMEDIATE delivery 8 and 10hp saloons, estate cars, Vanguard Phase III.—S. Morris & Company, 40, Conduit St., W.1. Tel. Regent 0424 (6 lines). [0416/R]

STANDARD 8 saloon.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018]

STANDARD 10 saloon.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018]

JOHN S. TRUSCOTT, Ltd., for Standard; immediate delivery; Stanhire details on request; exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [N4035]

CARR'S AUTO SALONS, Ltd., Standard House, South End, Croydon, Cro. 6088. Standard and Triumph main distributors in areas of Surrey and Kent. [0493/R]

PHASE III Vanguard, immediate delivery; also 8 and 10hp saloons at pre-increase prices.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. [N3006]

NEW Standard 8 and 10 saloons, also Vanguard Phase III, black, immediate delivery. One Standard 10 family saloon, pre-increase price.—Robbins, East Putney. Tel. 7881. [N3010]

DUDLEY COBOLD AUTOMOBILES for immediate delivery Vanguard Phase III saloons, Super 10 Family and Super 8 saloons.—226-10-16, The Broadway, Wimbledon, S.W.19. Cherrywood 3568-7. [0955/R]

FAMILY 8 saloon and Vanguard Phase III saloons, immediate delivery on "Stan-Hire" hire purchase, part exchanges.—King's Motors, 1, High St., Hounslow, Tel. 3532. [N2049]

METROPOLIS GARAGES, Ltd., offer for immediate delivery at the new reduced prices; Standard 8s, 10s and Vanguard Phase III, choice of colours.—45, Earls Court Rd., W.8. Western 4544. [0680]

ROSE & YOUNG, Ltd.—New Standard Vanguard and Standard Family 10, at new reduced prices, 65-69, Stenhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [N3057]

WILSONS AUTOMOBILES & COACHWORKS, Ltd., offer immediate delivery of all models, including a limited number of 8 and 10hp, at the pre-increase price.—34, Acro Lane, S.W.2. Brixton 4011. 1-3. Brixton Rd., Epsom 3501. [0405/R]

YOU couldn't do better than secure immediate delivery now of your Standard 8, Standard 10 or Vanguard III saloon, also available Vanguard III estate car and 10 Good Companion; details on request of yearly exchange plan and Stanhire rental scheme.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [N2008]

STUDEBAKER

A LIMITED number of new 1956 Studebakers, 4-door saloon with right-hand steering, are now available for early delivery.—Studebaker Distributors, Ltd., Hemly House, 395, Euston Rd., N.W.1. Euston 4444. [0080/R]

SUNBEAM

NEWTONS OF WEMBLEY.

EXCLUSIVE Rootes retailers for prompt delivery of the famous rally proved Sunbeams; demonstrations available; part exchanges, confidential credit facilities; see the wonderful Rapier at—

THE NEWTON SERVICE GARAGE, Newtons Corner, Wembley Park, Middx. (opposite Wembley Town Hall) Arnold 2252 (4 lines). [0771/R]

GEORGE HARTWELL, Ltd., the Sunbeam-Talbot specialists.

SUNBEAM Rapier & Mk. III saloons, all colours, available for immediate delivery.—35-41, Holdenhurst Rd., Bournemouth. Tel. B'nouth 4161. [N2079]

BARNET area.—Sunbeam main dealers.—Hadley Green Garages, Ltd., 202-4, High St., Barnet 0332. [0415/R]

SUNBEAM Rapier saloon, black/yellow.—Brew & Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1083]

SUNBEAM—Smith Auto Co., Ltd., Area Dealers for Rootes Group, offer early delivery of Sunbeam models.—145, London Rd., Croydon. (Croydon 2115, 3 lines.) [0685/R]

IMMEDIATE delivery, new Sunbeam Rapier and Mark III saloon, terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [N2109]

PHILLIPS MOTORS, official Rootes retailers, will demonstrate Sunbeam cars anywhere; usual h.p. terms or special rental agreement; part exchange.—77, Chalk Farm Rd., N.W.1. Primrose 6666. [N3108]

TRIUMPH

HALLS

AREA main dealers.

TR3s; part exchanges, h.p. terms.

HALLS (FINCHLEY), Ltd., 886, High Rd., North Finchley (Tally Ho), London, N.12. (Hill. 1044.) [4184]

L. F. DOVE, Ltd.

THE official TR centre.

SEE it; try it; buy it.

69 The Broadway, Wimbledon, S.W.19. Lib. 3456. [N1077]

ROWLAND SMITH'S for Triumph.

PART exchanges; self-financed terms 5% interest; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

EXCLUSIVE Triumph retail dealers, offer immediate delivery TR3 models; demonstrations and part exchange arranged.

BERKELEY Sq., London, W.1. Gro. 4343. [0840/R]

KJ MOTORS, Ltd., N.W. Kent's leading Standard/Triumph area dealers.—Bromley, Rav. 3456. [0285]

TR2—We value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. [N3041]

METROPOLIS GARAGES, Ltd., for Triumph sales and service.—45, Earls Court Rd., W.8. Western 4544. [0680]

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.—Standard and Triumph main distributors in areas of Surrey and Kent. [0493/R]

WILSONS AUTOMOBILES & COACHWORKS, Ltd., offer immediate delivery of all models.—34, Acro Lane, S.W.2. Brixton 4011. 1-3. Brixton Rd., Epsom 3501. [N4055/R]

LANKESTER ENGINEERING Co., Ltd. (distributors in Surrey since 1911).—Immediate delivery TR3 hardtop, colour green, black top; exchanges and deferred terms.—60-65, Victoria Rd., Surbiton, Elmbridge 1184-5. [0893/R]

VAUXHALL

VAUXHALL cars.—Shaw and Kilburn, Ltd., Showrooms:—4-6, Berkeley Sq., W.1. Grosvenor 4328. [0019/R]

PARTS and service: Western Ave., W.3. Acorn 4641. [0019/R]

KJ MOTORS, Ltd., main dealers, all models, immediate delivery. Bromley, Rav. 3456. [0221/R]

KEITH & BOYLE (Ldn.), Ltd., Terminal House, 80, Clapham Rd., S.W.9 (close to Oval Underground). [0308/R]

VAUXHALL main dealers, spares and service. Tel. Reliance 4211 (extension 10 or 19).

NEW Vauxhall Wyvern and Velox saloons, 1957 models, immediate delivery.—Robbins, East Putney. Tel. 7881. [N3010]

HAMILTON MOTORS (LONDON), Ltd., main dealers, 466-490, Edgware Rd., London, W.2. Pad. 0022. Immediate delivery. [2641]

LYTTELTON GARAGE, Ltd., Hampstead Garden Suburb, Official Vauxhall Agents; quick deliveries; part exchange; yearly contracts; specialised service.—Lytelton Rd. (A.1.), N.2. Speedwell 3500/3550. [0621/R]

VOLKSWAGEN

VW MOTORS, Ltd., Byron House, 7-9 St. James's St., London, S.W.1. Whit. 9501. Sole concessionaires, Great Britain and Northern Ireland. Cars available for early delivery. [0648/R]

BRADSTOCK MOTORS, Ltd.

VOLKSWAGEN agents of the south, offer:—

DELIVERY from stock, demonstration and enquiries, will receive our immediate attention.—Works and showrooms, Chase Rd., Epsom. Tel. Epsom 5696/7. [N1090]

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 4812/3, offer:—

NEW de luxe saloons and transporters for immediate delivery. [N1001]

NEW CARS FOR SALE

VOLKSWAGEN

THE VOLKSWAGEN CENTRE
FOR all enquiries and demonstrations: see the new colour range: we can supply dual colours at only 65 extra.

C. R. RNE GARAGE, Ltd., Ripley, Surrey. Tel. C. Ripley 3561. The original distributors. [0017/R]

SUSSEX distributors—Prestwich (Hove), Ltd., St. John's Rd., Hove. Tel 34037-8. [0190/R]

FOLKESTONE—C. L. & H. L. Blundell, Ltd., Christ Church Rd., Folkestone 2726. [N1108]

SOUTH Yorkshire and North Derbyshire—Districourt, J. Gilder & Co. Ltd., Cambridge St., Sheffield, 1. Tel. 26358-9. Complete facilities. [0128/R]

CROYDON—H. Harmer Car Sales, Ltd., area dealers: 444-3, Brighton Rd., South Croydon. [0127/R]

DONALD VINCE OF CROYDON have cars and transporters always in stock.—188-162, London Rd., Croydon. Tel. 9546. [0341/R]

EUROPEAN CARS, Ltd., distributors for London & Western districts: early delivery, demonstrations; exchanges, terms; also vans, pick-ups and buses.

129—131, Old Brompton Rd., S.W.7. Pre. 7722. [N4100/R]

BROMLEY—Volkswagen for immediate delivery—Johnson & Brown 268-970. High St., Bromley. Ravensbourne 8841-2. [N2073]

ALL Models Terms exchange: cars bought; repairs; seat covers, £5.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 6129. [N4100/R]

PRIDE & CLARKE, South London distributors. All models available: any car welcomed in part exchange; tax and insurance included in terms over 2 years.—Stockwell Rd., S.W.2, Brixton 8251. [N3068]

N.W. LONDON authorised dealers delivery from stock, demonstration any time: exchanges, terms.—Walter Scott, Ltd., 39, College Crescent, N.W.3 (Swiss Cottage Tube). Pri. 4666. [N4006]

V&F MONACO MOTORS for Volkswagen; immediate delivery saloons, early delivery vans, pick-ups; terms, exchanges.—6, Astwood Mews, Courtfield Rd., S.W.7. (near Gloucester Road Stn.). Fremantle 4414. [0853/R]

DAVIES MOTORS, Ltd., official distributors, demonstration cars available; latest models on display; full service and spares facilities: open on Saturday afternoon.—275, London Rd., Staines. Tel. 4211 (five lines).

VOLKSWAGEN

OFFICIAL main dealers of the V.W., Europe's most popular car because of its economy, performance and long life: exchanges, terms; demonstrations with pleasure: also pick-ups, buses, vans, completely new standards in transport economy: double the distance at half the cost.—Below.

BENMOTORS, 1, Clarendon Rd., London, W.11 (50 yds. Holland Park Tube), Park 5066. [N1017]

WILLYS

WILLYS (Cars and Jeeps), Sole Concessionaires.—Steele Grimths, London, S.E.5. [0812/R]

WOLSELEY

EW EUSTACE WATKINS, Ltd., sole London distributors: early delivery 15/50, 6/90 models; part-exchange and hire-purchase.—12, Berkeley St., W.1. (Mayfair 5551); 13, Chelsea Manor St., S.W.3. (Fulham 8181); 399, London Rd., Croydon (Thornton Heath 4285). [N4046]

H BEART & Co., Ltd., WOLSELEY distributors.

OFFER brand new!!! Wolseley 6/90 Series I saloon, overdrive, all standard model, at substantial price reduction.—102, London Rd., and High St., Kingston-on-Thames, Kingston 3500. [N1061]

ROWLAND SMITH'S for Wolseley.

15/50 saloon on view, early delivery all models.

PART exchanges, self-financed terms, 5% interest; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3, Hampstead 6041. [N4018]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer: New Wolseley 4/44 and 6/90 for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. [N4009]

IMMEDIATE delivery Wolseley 15/50 saloon, maroon; 2561/7.

C. D. PARKING MOTOR Co. Ltd.—New 15/50 in stock, early delivery 6/90.—Dorking 2256. [N1088]

KDM & CHERINGTON, Ltd., for Wolseley; terms and exchanges.—9, Albemarle St., W.1, Gro. 5551. [N2054]

WOLSELEY

JACK ROSE, Ltd., Wolseley agents and stockists.—Stafford Rd., Wallington, Surrey, Wallington 9677. High St., Banstead, Burgh Heath 2575. [N3056]

R. C. WIMBUSH, Ltd., Wolseley stockists; offer early delivery 6/90 and 5/50 saloons; part exchange and h.p. facilities.—312, Earsa Court Rd., London, S.W.5. [N4056]

CLARKE & SIMPSON, Ltd., for Wolseley; you will always do better by personal contact with Mr. Clarke or Mr. Simpson.—45, Sloane Sq., S.W.1. Tel. Sloane 0436. [N1048]

IMMEDIATE delivery, new Wolseley 15/50 saloon, terms, exchanges.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. Highcliffe 2275. [N2109]

YOU couldn't do better than secure immediate delivery of your new Wolseley 15/50 saloon—only delivery of new 6/90 saloon; current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2, Gledstone 2254. Open week-days 8 a.m. to 6 p.m. [N2006]

M. BEEBES & MEEBES, Ltd. (est. 1893)—Wolseley specialists for over 30 years, offer immediate delivery of 15/50 and 6/90 saloons, with exceptional after-sales service facilities; part exchanges and extended payments.—The Broadway, Mill Hill, N.W.7. Tel. 3040/3642. [N5012]

MISCELLANEOUS CARS

ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Rootes, Ltd., Devonshire House, Piccadilly, W.1, Grosvenor 5401. [0012/R]

M. BEEBES & MEEBES, Ltd. (est. 1893), offer specialist service facilities for the first time a new car; part exchange and extended payments.—The Broadway, Mill Hill, N.W.7. Tel. 3040/3642. [N5012]

MARSTON MOTOR Co., Ltd., for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover; full service and service facilities; hire purchase and insurance arranged immediately; call, phone or write.—Marston Motor Co., Ltd., Sta. 8000. [0178/R]

BRITAIN and back; the new car of your choice bought without purchase tax from £350 can await your arrival at London Airport; use it for your own and let us arrange shipment back, and complete all formalities without charge for our services, gladly furnished; immediate air-mailed reply from Steele Griffiths, Ltd., London, S.E.5, England. [0853/R]

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

A SYNCHRO
1956 Vauxhall (Velox, Wyvern), or Austin (A50, A50), heater, radio, self-drive from 50p per week, plus usual mileage charge. (Summer 50p, winter 60p). **CHOICE of 5 rates, including unlimited mileage: Continental touring, A.A., R.A.C. membership; special facilities for overseas visitors.**

SYNCHRO GARAGE, Ltd., 1, Peterham Mews, S.W.7, Western 4108/6907. Cables, Synchro, London. [0363/R]

SELF-DRIVE
£5 per week

FLEET of 1956 cars from Ryans

10-11, Balmaes St., off Jermyn St., 100 yards Piccadilly Circus, W.1. 5696; also at Liverpool, Belfast, Dublin (and Airport), Cork, Limerick, Dun Laoghaire. [0450/R]

IVOR HILL, Ltd.

NEW A40 Cambridge saloons for hire; reasonable terms.—Revelstoke Rd., S.W.13, Wim. 5686. [0360/R]

GEE CARS offer:—

SIX months' contract hire of 1956 new type Ford Consul, allowing 7,500 miles free for 20/- per day including tax, full comprehensive insurance and free maintenance.

GARAGE: 60-62, Queenstown Rd., S.W.3, Macaulay 3563; or Showrooms, 169, Fulham Rd., S.W.3, Knightsbridge 4753. [0746/R]

MON—FRI. cars from

12/6 per day

25 miles free.

J. DAVY.

RING: Knightsbridge, Knl. 4211; Earls Court, Pre. 6000; Piccadilly Circus, TRA 2021. [0401/R]

SELF DRIVE CARS, Kensington.

NEW Austins, Fords, Morris, Standards, Vauxhalls; also Daimler Consorts; comprehensive insurance; special period rates for overseas visitors.

SELF DRIVE CARS, Adam & Eve Mews, W.8, West. 6802. Cables: "Britcars London." [0166/R]

MANCHESTER—Drive yourself 1955-56 Vauxhalls; overseas visitors specially catered for.

SUREFLEET, delivery anywhere in England; free.

SUREFLEET, 47, Upper Chorlton Rd., Manchester, 16. Tel. Moss Side 1937. [0646/R]

1956 cars unlimited—Grange Service Garage, 246, Romford Rd., Forest Gate, Mar. 2585. [0590/R]

FOREST HILL 2432—Self-drive and chauffeur-driven.—Moore Park Garage, 110, Woodvale, S.E.23. [0678/R]

AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Cordington Mews, W.1, Park 9864-5. [0486/R]

WELBECK CAR HIRE offer new Ford Anglias on unlimited mileage: 8 a.m. to 6 p.m. 35/-, 5 p.m. to 9 p.m. 41, 24 hours 50/-, 1 week £12/10.

WELBECK CAR HIRE, Ltd., 22, Crawford St., W.1 (near Baker St. Stn.), Wel. 3991. Office hours 8 a.m. to 6 p.m., except Sundays. [0851/R]

CARS FOR HIRE

S. SMITH & HUNTER for self-drive; inclusive rates.—576, Kensington High St., W.14, Western 6417. [N4019]

BEDFORD Dormobiles Austins, Morris, self-drive hire.—Mayday Motors Ltd., Mayday Rd., Croydon, Thornton Heath 5473-4-5. [0979/R]

HUTTON & HILLS GARAGE—Garage accommodation, service, high-class self-drive.—3-5, Enfieldmews, S.W.7, Kensington 4020. [0551/R]

1956 self-drive cars available for hire from Self Motors, Ltd., 122, Knightsbridge, S.W.1. Tel. Ken 6428 and Baywater 8229 (garage). [0055/R]

EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war 6 and 10hp Fords; unlimited mileage cars; cars delivered.—Bri. 5532 and 8637.—290, Milkwood Rd., Herne Hill, S.E.24. [0663/R]

1956 Volkswagens de luxe, radios, heaters and A.A. membership, unlimited or limited mileage rates.—Alliance, 29, Burne St., Edgware Rd., London, N.W.1. Pad 2646/6801. [0322/R]

WIMBLEDON CAR HIRE, self-drive specialists, new Austin A40/50 Cambridge and A50 Westminsters, competitive rates.—Mansell Rd., S.W.19, Wimbledon 3834. [0811/R]

1955 Zephyrs, 14gns a week, 600 miles; also new limit tariff.—Alliance, 29, Burne St., Edgware Rd., London, N.W.1. Paddington 2646/6801. [0312/R]

POST-WAR self-drive cars from £10 per week or daily; special facilities for overseas visitors.—G. F. (Balham) Ltd., 3c, Balham Hill, S.W.12 (100 yds Clapham South Tube), Batc. 1107-8-9. [M2024/R]

1956 cars in perfect condition, self-drive from £1 per day, £5 per week, 4d per mile, all types; left-hand drive cars available in 10pp, Paris and major Continental cities.

WILSONS CAR HIRE SERVICES, 34, Acre Lane, Brixton, S.W.2, Brixton 4011, or 1-3, Dorking Rd., Epsom 3901. [M4085/R]

PALMERS OF KENSINGTON self-drive hire. 1955 Consul, Prefect and Anglia saloons, special period rate for overseas visitors.—3, Russell Gardens Mews, Kensington, W.14, Park 9704 and 5966. [M3034]

DRIVE YOURSELF HIRE CO. (LONDON), Ltd., the new popular tariff for business and pleasure, 30, Grosvenor Place, Victoria, S.W.1, Slo. 3644, 306, Seven Sisters Rd., Finsbury Park, N.4, Sta. 5493. [0907/R]

SELF-DRIVE post-war Austin A40s, new Fords, Morris Minors—Rons (Car Hire), Ltd., 5, Choumert Rd., Peckham, S.E.15, New Cross 2103, and 135, Hill St., Bromley, Kent, Ravensbourne 0205. [0921/R]

1955 self-drive Austins, A50/40/50s, Morris Minors, Fords, Vauxhall Wyverns/Velox, etc.; overseas visitors special facilities.—Sussex Motors, Burwood Mews, Edgware Rd., London, W.2, Amb. 5025 and Pad. 5306. [0589/R]

CAR HIRE (MAYFAIR), Ltd., for Humber Pullman and Austin dependability, chauffeur driven; new A50/50 Cambridge and A50 Westminsters to drive yourself, competitive rates.—12, Bourdon St., Berkeley Sq., W.1, Mayfair 8689. [0084/R]

SELF-DRIVE—Coming on leave, visiting Britain? Our unequalled rates for vacation period hire slim your motoring budget. Example: three months' hire, new Ford Prefect, 7gns per week; Austin Cambridge, 8gns; rates available during extended off-season period; unlimited mileage.

HOME & OVERSEAS MOTORS, 160, Finchley Rd., N.W.3, Hampstead 0678-9. [0031/R]

CARS FOR HIRE

SLOUGH CAR HIRE—New Austin A40/50 Cambridge saloons, alternative terms, mileage or unlimited mileage at reasonable rates; self-drive; car hire, self-drive specialists, near 56, Mackenzie St., Tel. Slough 20501. [0253/R]

OVERSEAS visitors, a fleet of 1955 Austin Drive-aways saloons for hire to drive yourself with unlimited mileage; send for illustrated brochure to Drivehires Cars, Ltd., Head Office, Kingsway, Newport, Mon. Saloons also available for the home market at 13 Drivehires saloons throughout Britain. [0293/R]

BRUTONS self-drive, one of London's finest fleets of 1956 low-mileage cars, scrupulously serviced and maintained, reasonable tariff, Mark I and II Zodiacs with overdrive (30 mpg) Mark II Consul saloons and convertibles. Prefects de luxe, Popes, etc.—Lecham Gardens Mews, W.8 (Cromwell Rd.), Fremantle 4975. [01104]

STEELE GRIFFITHS' Overseas Visitors' Branch at London Airport's north entrance.—Self-drive new Vauxhalls and Fords; inclusive unlimited mileage rates; specialists in long-term home-leave hire at London's lowest rates. See also under Miscellaneous Cars.

Immediate airmailed details from Steele Griffiths, Ltd., London, S.E.5, England. Tel. Rodney 2201. [0914/R]

Drive Yourself Hire, 1955-6 saloons, choice of cars from £1 per day with unlimited mileage for period hire; overseas visitors both old and new clients, specially welcomed. Re have been pioneers of self-drive for over 30 years.—Tel. 3031.

H. F. Edwards & Co., Ltd. (Est. 1918), 154, Great Titchfield St., London, W.1, Tel. Langham 0012, [M2003]

YOU can't have a latest model car at such a low price. Perfect condition, when you rent from Victor Britain; new sensational Ford Consul and Zodiac, Prefect, Morris Oxford, Isis, or Jaguar Mark VII; all petrol and oil is free; from 6d a day and 6d a mile; Morris station wagons, 30/- per day or 29 a week and 10/- a mile, all inclusive.—Victor Britain, Ltd., 12a, Berkeley St., London, W.1, Grosvenor 4881. Hertz Rent-a-Car System license. [0588]

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A.O. (Always open), N.5. (Not Sunday).

ASHFORD, Middx.—Herbert & Mills, Ltd., Church Rd., R.A.C. and A.A. reps. Tel. 2678, 2960, A.O. [2223/R]

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RAYMOND WAY.

RAYMOND WAY, the exchange specialists.

YOUR car taken as a deposit on a motor cycle or motor cycle in part exchange for a car; if the value of your vehicle is more than the deposit you require we will gladly refund your cash for the difference.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.7, R. Maide Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards).

ROWLAND SMITH will quote for your car in part exchange; highest allowance for motor cycles and 5-wheelers; particulars and list on request.

R and confidential; immediate delivery in approved cases; references and guarantors not essential, cash refund; exchanges open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [M4018/R]

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BADGES, beautifully enamelled and chromium plated; R.M.C., R.E.M.S., R.A.C., R.O.C., R.A.M.C., 16/9, with grip and screws 20/9 post free; badge bars for almost every make in stock, from 50/- each.—Der-

ington, 159-161, London Rd., Kingston 5621-3. [M1071]

MISCELLANEOUS ADVERTISEMENTS

CAR RADIO

RADIOMOBILE accredited dealers; qualified mechanics are always available for car radio repairs.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0220/R]

MOTOROLA, world's finest motor radio, sole licensee and registered users—World Radio, Ltd., Edgware Rd., London, N.W.2. Gladstone 4255. [0419/R]

J. DAVY, Ltd., car radio specialists—H.M.V., Smiths, Radiomobile, Philco, Ekco, Philips; expert installations and service by factory-trained engineers—Enquiries, 241, North End Rd., W.14. Fulham 3321. [0159/R]

UNIVERSITY ELECTRICS, Ltd., The Car Radio People, 7, Bedford St., W.1. Oro. 4141. Specialists in car radio; H.M.V., Radiomobile, Ekco, Philco and Philips, etc., expert installation and service for the trade and retail. [0688/R]

SPIKINS (TWICKENHAM), Ltd., 63-101, Heath Rd., Twickenham.—Accredited Radiomobile station; also in stock, Pys, Ekco and Motorola; expert installations, repairs and service for all models; trade and retail.—Tel. Popesgrove 1055-6-7-8. [0116/R]

NEW Pys £22/1, aerial £1/15, fitting (3 hours) £3; H.M.V., £21; Philips, £22/2; Philco, pushbutton, £32/11; terms, other makes; exchange; sets bought; trade discounts.—W. M. Machett & Fraser, 10, Warrington Rd., W.13. Pri. 6159. [M4100]

COACHBUILDERS AND BODIES

WELBECK COACHWORKS, Ltd., can now undertake body repairs and reupholstering.

CARS can be hired while work in progress. [0447/R]

22 Crawford St., W.1. Welbeck 3391. [0447/R]

COACHBUILDERS AND BODIES

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W. M. PARK (COACHBUILDERS), Ltd., all repairs and renovations; trade enquiries welcomed.—Mortlake Rd., Kew, R. 5625-6. [0348/R]

MOTOR car repairs, trimming, cellulosing a specialty.—Goode & Cooper, Ltd., 17a, Melbourne Sq., S.W.9. Tel. Reliance 2711. [0231/R]

JOHN C. BEADLE, Ltd., Dartford, specialists in commercial bodywork of every description.—Tel. Dartford 3067. [0607/R]

A. LEWIS AND SAUNDERS (COACHBUILDERS), Ltd.—Cellulose. Trimming. Complete bodies built.—Station Approach, Kew Gardens, Richmond 1161. [M1102]

SALMONS GARAGES, Ltd., authorized repairers for Tickford bodywork, four-door coupe and convertible body repair specialists, hoods re-covered.—3, Upper St. Martin's Lane, W.C.2. Temple Bar 3358. [M1029]

BODY fittings and trimmings, all requirements stocked; large selection bucket seats, steel frames, 14in. 16in. 27/6, upholstered from 79/6. Light-alloy frames 67/6. Trimmings, Connolly hide, foam cushions, £9/5; bench seats from £7/10; A30 bench-seat conversions, £11/10; Ford Thames 50wt, £14/10; rear window 67/6. (PETERSHAM), 54in. 57/6; washables 15/-; 72in hood duck, black, fawn, 27/6; Vynide, 12/6; 72in hood duck, black, fawn, 27/6; cycle-tube wings, light alloy and plastic, window channelling, aluminium sheeting, mouldings, sections; stamp list.—Derrington, 159-161, London Rd., Kingston 5621-2. [M1071]

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MODERN CONTACT LENS CENTRE, 7(F), Endleigh Court, W.C.1.—Deferred terms; booklet sent. [0894/R]

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INDIVIDUAL driving instruction; evenings, week-ends; dual controls; Austin, competitive rates.—Steele Griffiths, London, S.E.5. Rodney 2201-6. [0813/R]

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MAPS available promptly by post for all purposes; British and Continental maps always in stock and advice on the best map for your purpose given; specialists in provision of maps and navigational aids for Rallies.—Write to Rally Maps, Bay Rd., Bracknell, Berks. (Tel. Bracknell 304.) [0770/R]

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CLEAR Vista night driving glasses, fitted with sodium oxide yellow filter lenses are a must for every motorist; free interchangeable Crookes lenses give you a suitable sun-glass for day use; complete 7/6 from your local garages or 8/- direct from Optical Products, Ltd., 370-372, Station Rd., London, E.7. [0333/R]

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R. & J. PARK, Ltd., 145-5, Fenchurch St., E.C.3. Mansion House 3083. Packing Works, Dominion Works, Chiswick, W.4. Chiswick 7761. Special shippers to the motor trade. [0630/R]

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UNDER-CAR COATINGS

F. H. PRACOCK, Ltd., Naval agents, 219-221, Balham High Rd., S.W.17. Tel. Balham [0294/R]

PEACOCKS OF FOLKESTONE, Ltd., Naval agents, 105, Kent St., Folkestone, Kent. Tel. Folkestone 51222. [0285/R]

PARTS & ACCESSORIES, REPAIRERS, ETC.

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A XLESHAFTS and crown wheels and pinions; almost all types in stock, new and s.b.; very keen prices. [0035/R]

WARDS MOTOR STORES, Walsley. Tel. 4151. [0035/R]

ELEPHANT MOTORS, Ltd., Axleshafts, London's largest stockists of all makes. Can we help you? [0035/R]

CROWN wheels and pinions, large stock for most makes, new and second-hand.—97-103, Newington Causeway, London S.E.1. Tel. Hop. 3262. [0608/R]

WEST LONDON REPAIR CO., Ltd., Wimb. 6116-7. [0586/R]

1500 all type crown wheels and pinions and 5,000 axleshafts available, new or second-hand; parts despatched c.o.d.; satisfaction guaranteed or cash refunded.—W. Machett & Son, Lockford Lane Garage, Stonegrave, Chesterfield. Tel. 4615. [0233/R]

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B ALL and roller bearings, all types and sizes, largest stocks, lowest prices; same day despatch.—Claude Rye Bearings, 895-921, Fulham Rd., London, S.W.6. Renown 6174 (ext. 24). [0593/R]

BATTERIES, CHARGERS, ETC.

W H. Y. pay more! We fit exchange batteries (one year written guarantee) from 43/3 (6 volt), 45/5 (12 volt).—Richards & Carr, Ltd., 55, Kinnerton St., S.W.1. Belgrave 3711. [M5045]

CAMERON'S battery exchange service, new, guaranteed, low-priced, ready-charged units; all types stocked; open 5-6 Monday to Saturday.—21, Whitehorse Rd., W. Croydon. Tho 1878. [0593/R]

BATTERY exchange service; replacement batteries, all types, keen prices, collection and delivery.—Rogers Battery Service, Ltd., Fortia Green, N.2. Tudor 4354. [12509]

BATTERIES—Part exchange your old battery for new or rebuilt unit charged ready for use, guaranteed one year; immediate exchange service, no waiting; batteries hired, tested; properly charged and repaired; R.A.C. appointed; hours 9.30-5.30; trade enquiries invited.—Speedwell, 3, Mardale St., Shepherd's Bush, W.12. She. 4224, London only, Thursday 1 p.m. early closing. Also 144, Upper Wickham Lane, Welling, Kent. Tel. Woolwich 4396. 98, Uxbridge Rd., Bucks. Tel. Slough 24681. Early closing Wednesdays. [2306]

BRAKES, CABLES, ETC.

T. HOS. RICHFIELD & SON, Ltd.

B ROADSTONE Place, London, W.1. Estab. 1938. Tel. Wel. 0902 (5 lines)

R ICHFIELD brakes, cables, England's leading manufacturers of replacement brake cable units, British, Continental and American, 20,000 cables in stock, any type supplied or repaired; only genuine Bowden materials used; send for 1956 trade list. [0069/R]

CARBURETTORS, ECONOMISERS

G L. ZENITH carburettors.

STROMBERG and S.U. carburettors.

GOWER & LEE, Ltd., supply new and replacement units, parts and service at Central London Depot.—Gower & Lee, Ltd., 1-3, Thornton Place, York St., Baker St., W.1. Welbeck 9329 (3 lines). [0533/R]

S.U.

CARBURETTORS and pressure pumps.

SERVICE, tuning, repairs.

SOLE distributors.

W. H. M. BURGESS, Ltd., 32, Brunel Rd., Old Oak Common Lane, Acton, W.2. Shepherd's Bush 5361 (4 lines). It will be appreciated if you will phone for an appointment. [0855/R]

CARBURETTORS, ECONOMISERS

FORGE GARAGE (PETERSHAM), Ltd.

ZENITH carburettor stockists.—Replacement units available for most popular makes. [0201/R]

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Peterborough Rd., Petersham, Richmond. Tel. Richmond 1854. [M2011]

SOLE, Stromberg, Zenith carburettors, main agents.

MANUFACTURERS terms to the trade; replacements and spares; 24-hour reconditioning service; all makes reconditioned and tuned. [0201/R]

DICKENS & JOSE MOTORS, Ltd., 145, Northfield Ave., Ealing, W.13. Eal. 0430, Eal. 1907. [0945/R]

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, authorised main S.U. stockists and fitting station.—209, Balham High Rd., S.W.17. [0525/R]

S.U.—Official service depot.—Carburettors and petrol tuning service.—Pollards—1129.

MOBS & LAWSON, Ltd., 1076/1086, London Rd., Thornton Heath (2 minutes Norbury Station). [0260/R]

W. WATSON & CO. (LIVERPOOL), Ltd.—Auto Electrical Depot, Oldham St., Liverpool, 1. Royal [0103/R]

OFFICIAL S.U. and Solex agents; large stocks of private and commercial, new and replacement. S.U. and A.C. fuel pumps; prompt postal service. [0103/R]

ZENITH, Solex, S.U., new and replacement units and spares.—John A. Sparks & Co., Main Distributors, Streatham Hill, S.W.2. Tulse Hill 3434 (4 lines). [0232/R]

H30 Bomb reduces petrol consumption considerably, improves performance. Testimonials! £5/7/6.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 41400. [M4100]

OFFICIAL Zenith, Stromberg, Solex and S.U. agents; largest stock of carburettors and spares in the North; conversion sets for American cars, flexible petrol pump and air filters; prompt attention to postal enquiries.—Lime St. Garages (L'pool), Ltd., Bolton St., Liverpool, 3. Royal 3232-33. [0252/R]

CAR CARPETS

W OOL pile and rubber-backed carpets, ribbed Hardura and rubber mats, link mats, tailored to fit all models, popular colour range; state model, hp, year.

U PHOLSTERY covers travel rugs, luggage covers and Octopus straps, prompt delivery; carriage paid.

THE CAR MAT CO., Ltd. (Est. 1930), 16, Colville Rd., Westbourne Grove, London, W.11. Bay. 6262/5. [0164/R]

CAR COVERS

C AR covers (waterproof).

SILVERNOIL car covers, new process P.V.C. silver sheeting, strong, durable, 100% waterproof, wind and rain proof, prompt attention to postal enquiries.—Lime St. Garages (L'pool), Ltd., Bolton St., Liverpool, 3. Royal 3232-33. [0252/R]

W OOL pile and rubber-backed carpets, ribbed Hardura and rubber mats, link mats, tailored to fit all models, popular colour range; state model, hp, year.

U PHOLSTERY covers travel rugs, luggage covers and Octopus straps, prompt delivery; carriage paid.

THE CAR MAT CO., Ltd. (Est. 1930), 16, Colville Rd., Westbourne Grove, London, W.11. Bay. 6262/5. [0164/R]

CAR WATCHES

T IMEX Watch hangs on ignition key! Useful, attractive; £2/14.—T. & F., 10, Winchester Mews, N.W.3. Pri. 6159. [M4100]

CHROMIUM PLATING

N EW Ford Consul, Zephyr, Zodiac Mk. II headlamp rims chromium plated at 23 per pair, exchange scheme; also bumper bars, engine exhausts, exchange scheme for Ford Anglia, Prefect, Thames van and Popular; sets of chromium side strips available.—L. T. Delaney & Sons, Ltd., Vulcan Works, Edgware Rd., Crickwood, N.W.3. Gls. 2201. [0764/R]

CHROMIUM PLATING

C UT your plating costs on rechroming all car fittings; highest quality finish for every grade; keen prices; trade enquiries invited.—T. Smith & Co., Ltd., Estd. 1895, 35, Clerkenwell Close, London, E.C.1. Tel. Clerkenwell 7514. [0045/R]

H EADLAMP reflectors heavily electroplated, 100% silver, guaranteed, 6/- each, mirror finish, post and packing 1/3 each; cork seals 6d each, re-posted; send with P.O. to R. S. Fackerell, 109, Hotwell Rd., Bristol, 8. [0308/R]

CYLINDER BLOCKS

R EPAIRED without distortion by electro deposition at 60° Fahr., no dismantling except for internal fractures, tensile strength greater than original, repair guaranteed process as approved by A.A. and A.C.—Electrobond, Devonshire Hill Works, Tottenham, N.17. Bow 5134. [0080/R]

CYLINDER GRINDING, ETC.

R EBORING, resleeving, crankshaft grinding, bearing pistons, flywheel gears, Dualies and Gilmaster rings.—Edwards & Staff, Ltd., 110, Northfield Ave., Ealing, W.13. Eal. 7138/5444. [0781/R]

R EBORING in your own garage by Van Norman process, 12/6 per bore; Hespole pistons supplied.—Ring Archway 3430 for inclusive quotations, Maycroft Motors, Tremlett Place, Tremlett Grove, Highgate, N.19. [0037/R]

D IAGNOSIS, remodelling, reborling, sleeve, surface grinding; piston stockists, exchange shock absorbers service.—Goldsmith Mews, Shepherd's Bush, W.12. Tel. Shepherd's Bush 6518. [0368/R]

J. AUSTIN & SONS, Ltd., specialists in cylinder reborling and sleeve, crankshaft grinding, line boring, rods reamed, 24-hour service, valve inscribers, brake drums skimmed, cylinder heads refaced, all types of engines reconditioned including diesel; collection and delivery; trade supplied.—139, 147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6256-7-8. [0005/R]

DEFROSTERS AND DEMISTERS

T HE Berkshire defroster demists without current; switch on only to defrost; four heating elements, 6, 12 or 24 volt; size 16 1/2 x 11 1/2 in. price £2/2; an essential for safe driving during the coming months.—The Houdaille Co., Ltd., 8-14, Hampton Rd., Twickenham Green, Middx. Popesgrove 6284 (3 lines). [0332/R]

DRAUGHT DEFLECTORS

D RIVE in comfort; send stamps for interesting draught deflector brochure.—Everard, Buckler St., Portlaine, Sussex. [0878/R]

ELECTRICAL EQUIPMENT

C LARE'S MOTOR WORKS.—Second-hand and reconditioned exchange stocks of dynamos, starters, magnetos, distributors and S.U. pumps, quotations for repairs or replacements.—Clare's Motor Works, 260, Knight's Hill, West Norwood, S.E.27. [0149/R]

ENGINES AND ACCESSORIES

J. AUSTIN & SONS, Ltd.

I N stock, Ford factory reconditioned 8hp and 10hp exchange engines; also exchange V8 20hp, V8 30hp, V8 32hp Canadian and Mercury, new Ford 8hp, 10hp and V8 30hp engines, exchange Ford 8hp, 10hp and 30hp gear boxes; exchange Morris 10hp, 12hp Hillman Minx and Austin 10hp engines; also Austin 7hp blocks, crankshaft and con-rods exchanged; trade supplied.—139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6256-7-8. [0006/R]

R OLLS-ROYCE and Bentley.

JACK BARCLAY (SERVICE), Ltd.—Officially appointed repairers, will overhaul your engine or supply replacement for certain series.—Danvers St., Chelsea, S.W.3. Gls. 2223. [M1082/R]

C ONNECTING rods, most makes from 2,000 dismantled cars.—Motolympia, Welshpool (Tel. 2627). [0004/R]

B EARTS OF KINGSTON, 102, London Rd., Kingston-on-Thames.—Wolsey reconditioned factory exchange units series II and III.—Kingston 3348. [0407/R]

PARTS AND ACCESSORIES, REPAIRERS, ETC.

ENGINES AND ACCESSORIES

ARMSTRONG SIDDELEY engines; immediate exchange or reconditioning; all units tested guaranteed six months. —**ARMSTRONG SIDDELEY**, Ltd., 169, Fulham Rd., Chelsea, S.W.3. Tel. Kensington 7301 and 7321. (1927/R)

AUSTIN 7 reconditioned engines; 3-bearing £36, 2-bearing £34/10; engines forwarded against returnable deposit; trade supplied. —**B&H**, Herts. Tel. South Mimms 2231/2. (M1020/R)

HUMBER, Hillman and Commer engine specialists; reconditioned Minis, £26; Humber Super Snipe, £50; factory reconditioned engines for all models from stock. —**R. J. GRIMES**, Ltd., Hadleigh Garage, Maripit Lane, Coulsdon, Surrey, Uplands 3537. (19718/R)

EXCHANGE engines for all Wolseley models. —**Eustace Watkins**, Ltd., Chelsea Manor St., London, S.W.3. Fla. 8181. Sole London distributors Wolseley cars. (1927/R)

EXCHANGE engine service to the trade, Austin, Morris, Hillman, Ford, Standard, Vauxhall, all return ex stock, fully reconditioned and guaranteed, exchange and outright sale. —**Capital Garage and Engineering Co.**, Ltd., 14 Princess Rd., Moss Side, Manchester, 14. Tel. Moss Side 3465-7. (19274/R)

GUARANTEED reconditioned replacement engines: Ford 8-10, £22; Morris 8, Standard 8, Austin 8, £23; Hillman 10, Austin 10, Vauxhall 10 and 12, £22/10; Austin 10, Morris 10/M, £22/10; Ford V8 22, 30, 33hp, £42; Vauxhall Velox, £40; H.P. arranged. —**Ruthers**, Eastern Avenue, Romford 252. (19256/R)

GARAGE EQUIPMENT

AIR compressors, tanks and accessories at far below list. —**Teddington Engineering**, 29-31, High St., Teddington, Middlesex, Kingston 1193. (19369/R)

Garage Equipment Wanted
WANTED, breakdown crane. —**Thompson-Doxey**, Ltd., Setton St., Southport. (19383/R)

GEAR AND STEERING BOXES

ROOT ENGINEERING, Ltd.

PRESELECTION (self change) gear box specialists, as fitted to Daimler, Lanchester, Armstrong Siddeley, Riley, etc., cars, 48-hour reconditioning exchange. —**Root Engineering**, Ltd., 169, Fulham Rd., Chelsea, S.W.3. Kensington 7301 and 7321. (19212/R)

GUARANTEED second-hand gear boxes, all makes and years; 7 days' approval against cash. —**MACHENT & SON**, Lockford Lane Garage, Stonegrave, Chesterfield, 14. 4615. (19222/R)

HUMBER, Hillman and Commer gear box specialists; exchange units for all models from stock; also complete range of gear. —**R. J. GRIMES**, Ltd., Hadleigh Garage, Maripit Lane, Coulsdon, Surrey, Uplands 3537. (19258/R)

STEERING boxes reconditioned or exchange units sold singly or made to pattern (fitted with immovable steel bush). —**Waxley Garage**, 14, Elliott Rd., S.W.3. Rolands 2704. (19332/R)

STEERING nuts, stocks for all popular units sold reconditioned, spares; catalogues price 1/-; Witham's, 18, Balham Hill, Balham, London, S.W.13. Battersea 3266. (19744/R)

PRESELECTION, synchromesh, Hydra-Matic, Colat, etc., repairs specialists, all guaranteed 48-hour service. —**Harman Engineering**, 27, Astwood Mews, Courtfield Rd., S.W.7. Fre. 7471. (19273/R)

IL makes Exchange or repair (guaranteed). —**Including Riley** overdrive; quotations free; gears for pre-war cars, gear cutting. —**Tarrant & Fraser**, 10, Winchester Mews, N.W.3. Fri. 2647. (19100/R)

RECONDITIONED exchange gear boxes for most makes from stock; speedy repair service, spares supplied; trade discounts. —**Ken Spares & Motor Engineers**, 5-7, Pembroke Mews, London, W.11. Bayswater 0977/8514. (19254/R)

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AUTOPLAX—The finest materials available for building plastic car bodies, hardtops, etc., also for repairing rusted, split or dented metal; kits available; send for details. —**Automobile Plastics Co.**, Ltd., 62, High St., Barnet, Herts. (19347/R)

FIBRE glass car body repair specialists, all kinds of damage repaired; estimates free; kits available for repairs at 15/6 and 33/6. —**Westgate Motors**, Ltd., Cockfosters, Barnet, Barnet 9474/3615. (19356/R)

HOODS, SCREENS, CELLULOSE, ETC.
FREEMAN hoods, re-covers, upholstery, carpets, side-screens, tonneau covers specialists. —**Freeman**, 109a, Park Rd., N. Bolso Bridge Rd., Acton, W.3. Aorps 2134. (19259/R)

SALMONS GARAGES, Ltd., four-seater coupe and convertible body specialists, hoods re-covered and all coachwork repairs. —**8, Upper St. Martin's Lane**, W.C.2. Temple Bar 3338. (19239/R)

AUTOSTYLE, complete hoods and tonneau covers. —**A** also ready for fitting postal service, all cars. —**Industrial Cover Co.**, 22, Queens Mews, Bayswater, W.2. Bay. 7119. Open to 7 p.m. and Saturdays. (19259/R)

"PAINT Spraying Handbook" covers car spraying, brush painting, touching in, etc.; 3/6 (postage 4d); price list 2d. Includes cellulose, carriage paint and all sundries. —**19, Oak Rd.**, Harold Wood, Essex. (19268/R)

SPECIALISTS hoods, screens, carpets, roofs, conversion seating. —**A. 30, Thames**, Hillman, suppliers of all trimming materials. —**Knights of North Street**, Carshalton, Sat. 6 p.m. Wellington 6567. (19277/R)

CAR hoods, seating, carpets and all other coach retrimming. Individual work by craftsmen at Cottrine & Co., Ltd., 20a, Plantagenet Rd., New Barnet (Tel. Barnet 0579). (19315/R)

JACK BARCLAY (SERVICE), Ltd.—Recollapsing and trimming work, including hoods and carpets; we specialise primarily in Rolls-Royce and Bentley cars, but will be pleased to undertake work on any make. —**Danvers St.**, Chelsea, S.W.3. Fla. 2223. (M1082/R)

INDEPENDENT SUSPENSIONS

ANY make of independent front suspension and shock absorber reconditioned and guaranteed, i.f.s. from £7; s.a. from 30/-; exchanges; prompt fitting service. —**A. E. Hobbs & Son**, 151, St. James' Way, Croydon, Surrey. Tho. 4712. (19714/R)

INDEPENDENT SUSPENSIONS

FORD Popular, independent front suspension gives greatly improved comfort, roadholding and safety conversion units supplied ready for fitting. —**£26/10** immediate delivery; send for details. —**North Downs Eng. Co.**, Westway, Caterham, Surrey. (19189/R)

EXCELLENT road-holding, big car comfort through Woodhead suspension conversion; £15/15. —**Ted. monials**, Literature, Suitable Ford Popular, old type 3, 10, Anglia, Prefect. All types suspension exchange. —**Spall-Tarrant & Fraser**, 10, Winchester Mews, N.W.3. Fri. 6159. (19410/R)

WOODHEAD "Fluid Cushion" suspension for Ford 8, 10 and Popular, equals i.f.s. with superb steering, road holding and safety, only 15s. plus £2/10 fitting. —**Ridmaster** control springs for Consul, Zephyr, Austin, and other makes gives greatly improved suspension and road holding from £4/15 per set; appointed stockists and fitters. —**Derrington**, 159-161, London Rd., Kingston 5621-2. (M1071/R)

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ANDREW & BOOTH, Ltd.
A&B London's leading brokers (cover notes by return).
A&B Example: 5hp third party, 12 months from £2/18; comprehensive, 12 months from £6/5.

A&B Special rate for business cars and commercial vehicles, policies available for 2, 3, 4 and 6 months, or any other period required.
A&B Call, write or phone now for 22pp. booklet and quotation: open 9-6; Dept. A.

ANDREW & BOOTH, Ltd., 37, Sheep Lane (Mark Lane Station), S.W.14. Prospect 1061 (15 lines). (19380/R)

INVINCIBLE premiums by convenient instalments.
INVINCIBLE no claim bonus up to 53%.

INVINCIBLE policies for 2, 3, 4, 6 and 12 months.
INVINCIBLE POLICES, Ltd., 7, Whittington Ave., London, E.C.3. Tel. Mansion House 2951. (1974/R)

IMMEDIATE cover and lowest terms available for all types; usual bonuses and discounts. —**Fride & Clarke**, Ltd., Stockwell Rd., S.W.3. Brixton 6251. (19306/R)

BRACKPOOL—Low rate, immediate cover, short period terms; easy payments; stamped addressed envelope. —**228, Stanstead Rd.**, Forest Hill, S.E.15. (19359/R)

SAVE time and money by using our special 33% First Year No Claim Bonus Motor Insurance Scheme; quotations by phone or return of post; write, call or phone.
MOFFATT & CO., 796, High Rd., Tottenham, N.17. Tel. Tottenham 2003-4-5. (19256/R)

DEFENCE, Ltd.—Lowest first payment, longest deferred terms; cover on demand; 10 immediate prompt service. —**722, Barking Rd.**, Plaistow, London, E.13. Grange Wood 4399. (19040/R)

REDUCE expenses!!!—Insurance; lowest premium from £5 10hp 51/4, comprehensive £5/1 yearly; country, NCB—**Robb & Co.**, 8, Parade, Hounslow West—Hounslow 4399. (19040/R)

1895 Full comprehensive or 3rd party from 1895; no extra for age of car; immediate cover; no claim bonus on transfer. —**Lawrence**, 10, Crescent, London, W.11. Park 7176. All B.A.O.R. B.F.P.O. insurances effected. (19365/R)

RAYMOND WAY insurance office can arrange your motor policy quotation by return, immediate cover; write or phone. —**Canterbury Rd.**, Kilburn, N.W.6. Malda Vale 6044 (10 lines). Open till 7 p.m. 6 days a week. (19382/R)

REDUCE insurance costs to the minimum; up to £53% no claims bonus on demand; 10 immediate for proposers having had 5 years free of claims, comprehensive or third party without extra charge for age of car from 1931; immediate cover; quotations

DUTTON & BRASIER, Brokers, 323, Neasden Lane, Neasden, London, N.W.10. Glis. 8691-2-3. (19050/R)

LOWEST rates for cars of any make or age, annual or short period policies; 10 immediate; 10 immediate; no claim bonus up to 40% allowed on transfer. —**Dept. C, Mecca (Brokers)**, Ltd., 217, Westminster Bridge Rd., E.1 (opp. County Hall Licensing Dept.). Waterloo 6075. (19063/R)

WE charge down to £2/3 third party (5hp), 9 and 10hp; guaranteed up to 45% cheaper; return post service, cover note 12hp £2/19 third party; high prices are over; absolutely no silly letters or nonsense. —**Progressive Postal Insurers**, 69, Meeting House, S.E.15. (19048/R)

MOTORISTS! Reduce your running costs! Normal comprehensive premiums halved, low terms for R.A.C. members, civil servants, bankers, farmers, etc. —**Specialist Motor Insurance Brokers—Insurance Acceptances**, Ltd., 63-64, Broad St. Ave., London, E.C. Tel. London Wall 7941. (19429/R)

LOOSE COVERS

TAILORED seat covers in checks, tartans and Bedford cords from 89/6. —**Quinn**, 127, High Rd., Wilmington, Dartford, Kent. Dartford 5240. (19358/R)

CAR-COVERALL, Ltd., for fine loose covers, excellent materials; price list, cord antique rep and colour; write or tel. —**Car-Coverall**, Ltd., 188, Regent St., London, W.1. Monarch 1601-5. (19048/R)

FROM £3.—Good materials! Ask for samples; state make. —**Also transparent plastic covers** (showing actual upholstery). —**Tarrant & Fraser**, 10, Winchester Mews, N.W.3. Fri. 6159. (M1410/R)

S.C.S. (LONDON), Ltd.—Perfectly tailored and piped loose covers in authentic tartan woollens, from £4/10 complete set; heaviest de luxe Bedford cord from £6/8. —**Consul**, Bedford, etc., rep and colour 50% on all cars. —**Send or phone** for over 20 patterns to "A" Showroom, 52-56, Fitzroy St., London, W.1. Euston 7558-9. (19371/R)

WHEN ordering your loose covers send to Karobes, who are actual manufacturers of these products; we offer you the following fine selection of materials: leopard skin, ocelot, all-wool luxury felt, authentic Scottish tartans, leather, cord antique rep and Karobes' exciting new rayons, also the famous Karobes all-wool travel rugs; write for patterns and particulars to —**Karobes**, Ltd., Unitas House, 24-25, Livery St., Birmingham. Export and trade enquiries invited. (19148/R)

LOOSE COVERS

LOOSE seat covers tailored for every make of car; list and patterns. —**Oxley & Co.**, Ltd., The Car Tailors, 62, New Cavendish St., Marble Lane, London, W.1. Museum 6436-7. (19219/R)

MAGNETOS

CLARE'S MOTOR WORKS—Magneto, dynamo and starter exchange service—260, Knight's Hill, West Norwood, S.E.27. Old type Hill 0133. (19398/R)

MISCELLANEOUS

5 spanners for the price of one, including 2 ring spanners, 9/16, unified sizes and 3 double opened in new canvas bag, 10/6, p. 2/6; aluminium paint 12/6 gallon—**Lewis**, 44, High St., Whitechapel, E.1. (19327/R)

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EXPORTERS.
KIRTON, Honiton, Devon, and branches, stock parts for more than 1,000 models, including replacement pistons and parts for Jeeps; exporters and factors of new, war surplus and second-hand components and accessories; write us for everything. (19430/R)

NEW Hillman spares at a fraction of the original cost.
1939—49 saloon, reconditioned engine, complete with all accessories, £40; gear box, £17/10; radiator, £5/10; exhaust valves, 5/-; dash panel, £2; stub axle, £1; brake drums, 15/-; front door locks, 10/-; outside door handles, 5/-; wheel brace, 3/-; gear box top, 5/-; flywheel, £2; brown rear seat cushion, £2/5; 4 brake linings, 15/-; road wheel, 30/-; front door complete, £4/10; steering wheel, £2; crown wheel and pinion, £4; manifold, £1; clutch bonnet, £1; wire screen assemblies, £2/10; axle casing, £2/10; speedometer head, 35/-; W.D. utility; Tilt cover, £4; tilt rails, 5/-; differential unit, £7/10; radiator, £3/10; differential housing, £1/10; front spring, £2; rear spring, £2/10.

J. T. LEAVESLEY, Ltd., Airways, Burton-on-Trent, (19266/R)

ALWAYS dismantling motor vehicles, large stocks of spares, most makes.
WOODFIELD & TURNER, Ltd., Burnley, Tel. 3065. (19030/R)

RENAULTS spares, all models. —**Welham**, Renault Sales & Service, Surbiton Rd., Surbiton, Surrey, 1973. (M14070/R)

WITHAM'S for your spares at lowest prices; Illustrated catalogues, price 1/-—18, Balham Hill, Balham, S.W.12. Battersea 3266. (19313/R)

CARLTON FORGE for service, speciality in roasting and tempering springs; 48 hours' service. —**Edward Rd.**, Cricklewood, N.W.2. Gladstone 2242. (19377/R)

SINGER 1937 12hp saloon, now dismantling, all spares available. —**J. Richman**, 7, Orchard Close, Ottery, St. Mary, Devon. (19093/R)

AUTO SPARES, 42, South Lane, New Malden, disassembles for 20 years, have large stock of new and second-hand pre-war spares. —**Tel. Malden 1695.**

FULL range of genuine Envo spares for all model Fords and complete range of accessories from stock; delivery service available. —**Adair's Motors**, Ltd., Brixton 6431. (19266/R)

JACK BARCLAY (SERVICE), Ltd., can supply spares for most models Rolls-Royce and Bentley; immediate attention. —**Flaxman** 2223 (Mr. Godfrey), Danvers St., Chelsea, S.W.3. (M1082/R)

ELEPHANT MOTORS, Ltd., for pistons, valves, swirl pins and bushes, bearings, clutch and brake linings, replacement parts for most makes; full range of accessories; send us your enquiries.
FERRIS timing gears for Alvis, DeSage, Humber, Hudson, Hotchkiss, Lagonda, Morris, Isis, Lea-Francis, Opel, Riley, S. Singer Junior, Studebaker, Sunbeam-Talbot, etc.; serious other makes—**47-103**, Newington Causeway, London, S.E.1. Tel. Holborn 0773/R

CLARE'S for spares, all popular cars, second-hand established 1931; quotations by return.
Clare's Motor Works, 260, Knights Hill, London, S.E.27. Tel. Gipsy Hill 0132. (19218/R)

WE are the largest breakers in London; open all day Saturdays and Sunday mornings. —**The Auto and Spares Co.**, 255, Scrubs Lane, W.10. Tel. 2977. S.a.e. for enquiries. (19046/R)

CAR accessories, complete range, including Frye Car pump, Zenith carburetors and filters, car compasses, etc. —**Martin Motors** (Highgate), Ltd., Highgate Village, N.6. Mou. 3413-4. (19046/R)

20 1948 Riley 12s being dismantled, also 1951 Morris 20/6 and 1951 Austin Sheerline; do you want any fittings? —**Motolympia**, Balley Head, Oswestry, Tel. 480. (A million car parts). (19108/R)

THREE Renault cars being dismantled; 1950 model 760, 1939 S.H.P. and 1937 18/4; do you want any fittings? A million car parts. —**Motolympia**, Balley Head, Oswestry, Tel. 480. (19108/R)

TWO 1935 Austin 12hp cars being dismantled, also 1935 Riley 9 1935, Singer 9 Le Mans 1935; do you want any fittings? A million car parts. —**Motolympia**, Severn Rd., Welshpool, Tel. 2327. (19107/R)

JUST dismantling—Two 1936 SS Jaguar 12hp side valve cars; do you want any fittings? Also 8 Alvis cars being dismantled; a million car parts. —**Motolympia**, Welshpool, Tel. 2327. (19108/R)

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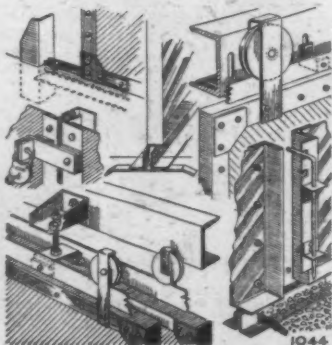
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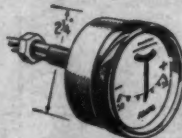
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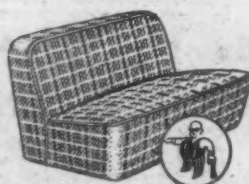
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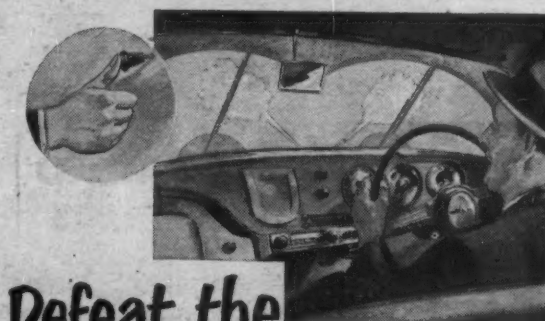
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